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The China Mail.

ESTABLISHED 1845

February 11, 1920, Temperature 58

Rainfall 0.00 inch

Humidity 61

February 11, 191, Temperature 68

No. 17,872.

三拜禮

號一廿二月二年二十百九千一英

HONGKONG, WEDNESDAY, FEBRUARY 11, 1920.

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Sprays Solution . . . \$1.00 each.
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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

HAVAS REVIEW.

PARIS, February 5.
Commenting on Herr von Lersner's attitude, the *Journal des Debats* writes that the moment has arrived to show clearly to Germany that engagements entered into must be kept. The *Temps* remarks that Germany should be excused from manifesting her intentions and assuming responsibilities that cannot be considered incumbent on von Lersner. The *Main* claims that the application of Article 429 of the Versailles treaty providing for the occupation of the left bank of the Rhine will be reduced but only if treaty conditions are faithfully accomplished by Germany.
Speaking yesterday to the foreign affairs committee in the Chamber of Deputies, M. Millerand said the Allies were determined to have recourse particularly to the articles authorising the lengthening of occupation until Germany will have fulfilled her engagements.
A courier started yesterday evening to Berlin carrying a list of the accused to hand directly to the German foreign office. It is confirmed that the Berlin government disapproves of von Lersner's attitude.
The value declared of exports recorded at American consulates and agencies of France for shipment to America during 1919 showed an increase of \$109,155,111 or 20 per cent compared with 1918. The total shipments invoiced to the United States and insular possessions from France reached a total of \$165,401,691 in 1919 against \$56,038,127 in 1918, an increase of 185 per cent.
M. Clemenceau left Paris for Egypt last night. He dodged publicity by joining the train at the suburban station of Charenton. He was accompanied by his son, two friends, and two secretaries. The veteran statesman will embark at Marseilles to-day on the Messageries Maritimes steamer "Lotus" for Alexandria. He will visit probably Egypt, Syria, Persia, and India, and perhaps even Japan.

TRAINING A WIFE.

Probably every man thinks, at any rate before marriage, that he will train his wife and mould her gently but firmly to his will. But few nowadays get beyond the theoretical stage of such an adventure. In olden times it would seem they were more greatly daring, for Xenophon does not appear to think he is describing anything very marvellous when, in the *Ecconomics*, his book on the management of an estate, he makes Ischomachus, one of his characters, explain not only how he manages his land but how he "educated" and trained his girl wife, Socrates meets Ischomachus in the Cloisters of Zeus, and asks him how it is that he, a man of outdoor life, is indoors and at leisure. Ischomachus says it is true he is not wont to stay indoors, for "my wife, even alone, is able to manage affairs at home." This is obviously an opening, and Socrates seizes it in characteristic fashion. "I should be glad to hear, Ischomachus," he says, "whether you yourself trained your wife to be what she should be, or whether she came to you having learnt from her father and mother." Ischomachus is quick to reply. "And what could she have learnt when I received her, seeing she came to me when but 15 years old? For do you not think that one must be satisfied if she came just able to make a garment if she had wool given her, and knowing how the spinning is allotted to the maids?" "But," persists the philosopher, "did you really teach her other matters?" Now they are fairly started, and you get a very delightful picture of the young husband and child wife embarking on house-keeping. "Yes, I taught her; but not before I both offered sacrifice and prayed that I should teach and she should learn those things that were of the greatest advantage to us both." Socrates, who knew from bitter personal experience the unrest of a home ruled, and ruled relentlessly, by a wife with scant consideration for the other-worldliness of a philosopher husband, is eager to know how the good work of training was begun. "In Heaven's name," he exclaims, "tell me what you first began to teach her, for I would more gladly hear you narrating this than if you should tell me of the most glorious contest in athletics or horse-racing." Ischomachus tells how, as soon as "she had become submissive and felt sufficiently at home to carry on a conversation" (poor little homesick girl!), he explained to her that they were now partners, and that each must strive to do the best for their joint enterprise. The girl-wife wonders what she can do to help. "My mother," she says, "told me my business was to be discreet." "And my father told me to be discreet, too," he replies, but discretion must be shown actively, not passively; and he gives a little parable of the queen bee and the hive, and shows her that she must rule over all the indoor life of the household. "You will have to remain at home and send out those servants whose work is outdoors, and you must superintend those whose work is indoors; and you must receive the things that are brought in, and you must apportion what ever of them it is necessary to expend; but must take forethought and care for all that is to be laid by, so that the provisions stored up for a year may not be expended in a month." When wool is brought in she is to decide what clothes are needed; and must give the necessary or-

HUMANITY AND INDUSTRY.

The human spirit infects industry no less than art, labour is a conglomerate of individuals not an inchoate and heterogeneous mass. The sooner the human side of labour is fully recognised the sooner will be ushered in the era of industrial peace. It is the human touch which is becoming realised in industry to-day; any system whose gearing is human must consider the individual cog, for organisation is in one sense more the substitution at due intervals of new teeth and the patching of weak places rather than a question of rule and method. It was previously left for the onlooker to appreciate the facts and call for mercy toward the discarded and worn-out human tools in the industrial world.
At length it is being realised that the human equation enters into production as much as into salesmanship, where personality has always had value.
Commercial transactions are getting more methodised while production is to-day getting more humanised and science, whose handmaid is common-sense, approves the changes made. It is the inert-out to use, and set in motion by intelligence—using labour, method, mechanism—serving the ends of utility, economy, convenience—which go to make up the complex machine of modern industry.
The greatest of these is human, the most intractable and fallible is human; conceived in a human brain, shaped by intelligence, wrought out by muscle, guided and controlled by hand and mind—industry cannot set aside the human factor or leave it out of consideration. It is the man who counts in the last analysis, whatever the wonder or perfection of his implements or the precision of his instruments. Nothing runs itself, and dependence must be placed time and again upon human units outside and beyond exact control. In the human equation human symbols interact, the resultant is human as well as all the terms, integrate and the variables are still human, neither system or organisation can discount its influence. Personal example, individual driving-force were never at a greater premium than at the present time; history is said to consist essentially of human biography, and certainly industry is a living witness to individual acumen and a record of human achievement.
—Engineering.

ders for weaving. Ischomachus says she may not like, perhaps, one of her duties—caring for any members of the household who may fall sick. But she charmingly interrupts at this point, exclaiming that she will love that part of her work. If only they will feel grateful and well-disposed towards her. Then he tells her of other and very pleasant tasks. "As when you get a maid who knows nothing of spinning and make her proficient at it . . . and when you get one who knows nothing of housekeeping and succeed, in making her useful, and faithful and a good servant, and when you have power to do good to steady servants and such as have been a profit to the household." A touch of gallantry lights up the close of this first conversation. "But it will be the very greatest pleasure if you are evidently superior to me and make me your partner."

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

INTERNATIONAL FINANCIAL CONFERENCE.

WASHINGTON, February 5th.
The United States Chamber of Commerce announces its readiness to designate representatives to an international financial conference, provided that its discussions are kept within the limitations of Mr. Glass's letter of January 30th.

TRIAL OF WAR CRIMINALS.

BERLIN, February 5th.
It is semi-officially stated that the Cabinet considered the *Entente* extradition note, and unanimously agreed that it was impossible to surrender the war criminals.
This conviction will guide the Government in further measures and negotiations which may be necessary.
LONDON, February 5th.
The prodigious list of so-called war criminals caused much surprise in London. It was apparently swollen and magnified by contributions from the numerous Allied States.
Reuter understands that it is not intended to present the list to the German Government until the representatives of the Allies in Berlin have been consulted. The Lord Chancellor and the Attorney-General are starting for Paris to-night to discuss the whole question.

FOOD CONTROLLER RESIGNS.

LONDON, February 5th.
It is understood that the Food Controller, Mr. Roberts, has resigned.
Mr. Roberts saw Mr. Lloyd George this morning when he was asked to reconsider his decision.

CZECHS RECAPTURE IRKUTSK.

LONDON, February 5th.
Describing the situation at Vladivostok before the Social Revolutionaries occupied the city, the *Times* Vladivostok correspondent says that a delegation from the Nikolsk Government reached Vladivostok on January 24th, under American protection with a mandate to secure a peaceful transfer of Russian authority to representatives of the Zemstvo within twenty-four hours, failing which Vladivostok was to be surrounded by the forces of the new Government.
A hundred officers were held as hostages. "Rifles for the safety of the delegation. Preparations were at first made to resist and Japanese troops formed a strong cordon across the peninsula in defence of the city, but later practically the whole Russian garrison joined the insurgents, and it looked improbable that they would meet with prolonged resistance.
The Czechs have reported that they have re-captured Irkutsk from the Social Revolutionaries. Their rear-guard are now at Namsor, 340 miles west of Irkutsk, and are continually engaged by the Bolsheviks.

FAR EASTERN CABLE NEWS.

[BY COURTESY "HONGKONG DAILY PRESS."]

THE FIVE MILLION LOAN TO CHINA.

PEKING, February 10th.
The Associated Legations have received China's reply accepting their terms for the five million loan.
Since they have sent the note the Walchaops are asking that the Chinese may repay according to terms stated by them. It is now understood that the Chinese are asking for seven million pounds.
The request has been transmitted to Washington.

\$220 FOR A "PRETENDER" GLASS.

"Pretender" glass is greatly prized by collectors, and for the rare portrait goblets which survive prices are advancing. Recently a glass with tall rectangular bowl on columnar stem, with interlaced air-twist, 7 1/2 in. high, engraved with a medallion portrait of Prince Charles Edward Stuart in Highland costume, wearing the riband and Star of the Garter, fetched as much as \$220 (Churchill). Opposite the Young Pretender's portrait (engraved after Sir Robert Strange's portrait of him) is the figure of Britannia seated, with spear and trident. The goblet, with other glass, belonged to Mrs. Cater, of Colchester, and this Pretender relic was purchased from another Colchester collection in 1905, having been in the Birch family's careful possession for several generations. The Cater glass totalled £1,507. Two other Jacobite wine glasses made £116, and a rare "Flat" tumbler £40. Three old ale glasses, with bell shaped bowls engraved with hops and barley, brought £129 between them; a sweet-meat glass of double-ogee shape, £50; and a pair of glass taper sticks, £145. Other interesting pieces were two Masonic firing glasses, with trumpet shaped bowls, £4 10s. and a yard of old glass, coach horn shape, £6 10s.

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INTIMATIONS.

RACE HOLIDAYS.

THE EXCHANGE BANKS will be CLOSED for the Transaction of EXCHANGE BUSINESS on WEDNESDAY, THURSDAY and FRIDAY, the 11th, 12th and 13th instant, at 12.15 a.m.

Hongkong, February 9, 1920.

HONGKONG STOCK EXCHANGE.

THE EXCHANGE will be CLOSED for business on WEDNESDAY, THURSDAY, FRIDAY and SATURDAY, the 11th, 12th, 13th and 14th instant.

By Order of the Committee.

W. LOGAN,
Secretary.

Hongkong, February 9, 1920.

A. S. WATSON & CO., LIMITED.

NOTICE.

RACE DAYS.

ON the 11th, 12th, 13th and 14th instant, all Departments will be open for business until 1 p.m. only.

A. S. WATSON & CO. LTD.

Hongkong, February 10, 1920.

REPULSE BAY HOTEL.

RACE WEEK.

DINNER DANCES will be held on the following evenings:—
WEDNESDAY, 11th February.
THURSDAY, 12th February.
FRIDAY, 13th February.
SATURDAY, 14th February.
Special Table D'Hotel Menu at \$3.00 per head.

Bookings can be made at the Hongkong Hotel Main Office or direct with Repulse Bay.

Telephone No. 881.

SUNDAY, 15th February.

ORCHESTRAL CONCERTS will be held during Tiffin and Afternoon Tea.

HONGKONG BOXING ASSOCIATION.

PRESIDENT:—His Excellency Sir R. E. Stubbs K.C.M.G., Governor.
CHAIRMAN:—His Honour Sir William Ross Davies, B.C., Chief Justice.

THIRD TOURNAMENT.

At "The Ring" Volunteer Headquarters, Parade Ground (adjoining Lower Peak Tram Station). Specially constructed Matched, capable of holding 2,000.

SATURDAY, FEBRUARY 14th, 1920, at 9.15 p.m.

2-10 ROUND CONTEST FOR THE MIDDLE-WEIGHT CUP.

Between "Peggy" Evans, H.M.S. Hawkins, (ex-Middleweight Champion of the Mediterranean) and Seaman Hewitt, H.M.S. Alacrity.

3-5 ROUND CONTEST FOR THE AMATEUR LEAGUE CHAMPIONSHIP OF THE COLONY.

Between Young Maher, ex-Driver, B.G.A. (Holder), and Sergt. Ward, N.Y.P., (Challenger).

4-4 ROUND MIDDLE-WEIGHT CONTEST.

Between E.R.A. Jorgant, H.M.S. "Ambrose," and Seaman Willoughby, H.M.S. "Hawkins."

5-4 ROUND LIGHTWEIGHT CONTEST.

Between Ship's Cook North, H.M.S. "Carliste," and Corporal Cook, R.M.L.I., H.M.S. "Hawkins."

6-4 ROUND LIGHTWEIGHT CONTEST.

Between Seaman Webb, H.M.S. "Ambrose," and Seaman Deonhart, H.M.S. "Hawkins."

Prizes:—Reserved \$5. (Ring-side raised seats) and \$3. (Ring-side Ground level seats).

Unreserved, \$1.

DOORS OPEN at 8.30 p.m.

BOOKING AT MOUTRIES as follows:—
WEDNESDAY, FEBRUARY 11th,
Members (and their guests) of the Hongkong Boxing Association only.

THURSDAY to SATURDAY, Feb. 12th to 14th, General Booking.

CASH BOOKING ONLY.

Referees:—Messrs. H. J. Gedge (Official Referee), W. Logan, Murdoch and Major Rapson, D.S.O., G. S. N. Tinson, Hon. Secretary, J. O. Wildin, Manager.

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This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

A MONUMENT OF BRITISH
PLUCK AND LUCK IN
THE ORIENT.

CHINA GAVE THE BRITISH AN ISLAND OF GRANITE AND HAS RECEIVED A MOUNTAIN OF GOLD IN RETURN—A STORY OF THE BRITISH IN THE FAR EAST.

No more fascinating story could be told than that of the British in the Far East, told to the Society of Arts recently, by Professor C. A. Middleton-Smith, M.Sc., M.I.Mech.E., who is Taiiko Professor of Engineering in the University of Hongkong.

What a romance is the story of that splendid island as he told it! "The Chinese ceded a barren island in order to keep the British out of Canton, but no one, except a few British traders and sailors, regarded the island as anything but a temporary base. In the first few years of occupation it was terribly unhealthy; one-third of a British regiment died in one year, and that was nothing unusual. But the little stream of British trade from the Canton river has spread all over the Far East. In 1841, Hongkong was the home of a handful of pirates. It was just a barren rock forming one side of a magnificent natural harbour; to-day it contains a prosperous city with justice and freedom for all.

A BARREN ISLAND AND ITS TRANSFORMATION. "Sir Frederick Lugard once related that a Chinese friend of his said that China ceded to the British an island of granite and had since received a mountain of gold in return. Certainly the Chinese have benefited more than the British from the splendid results of the co-operation; in Hongkong, of the two races. So quietly and so smoothly has the development of the colony continued during the last forty years, that many people in Britain, if not aware of its existence, still imagine it to be the fever-stricken, almost unimportant, outpost of Empire it was seventy years ago. But science has transformed Hongkong as it has changed England. There are still the summer heat and the great humidity, traceable to a tropical position and the granite formation of the island. But there are now electric fans, ice, and a ceaseless war with disease. Hongkong cannot be recommended as an ideal resort in the summer, but it is healthy all the year round and the climate is delightful in the winter.

"A MONUMENT TO THE BRITISH." "An American writer, who lived many years in the Far East, has expressed the opinion that 'Hongkong stands as a monument of British luck and pluck in the Orient.' People who visit the Colony may differ about the relative proportions of 'luck' or 'pluck' of the British in accomplishing such remarkable development in this gateway of the Far East; but whatever the cause, the effect is there for all the world to see. For Hongkong is a monument, set in the tropic seas, to a people whose 'home' is distant 10,000 miles away.

"The maritime instinct of the race made those men who had been in the trouble with Chinese officials in the 'forties use a little island, which can be circumnavigated in a small steamer launch in five or six hours, as a base. It was the magnificent roadstead which lies between the island and the mainland that made them pick out Hongkong for the purpose. Rising up in glory out of a sea of wondrous hue, it reaches a height of nearly 2,000 feet; and on its topmost peak is the flag which guarantees freedom for men of any creed or colour who live under its protection. Trees and palms and flowering shrubs all deck the sides of the monument with a wealth of colour seen only in the tropics. No scene more perfect was ever painted than that which at times surrounds the island at sunset.

A GLORIOUS VIEW. "From the wide verandah of my house in the University grounds, I often look out upon the glorious view. I see also evidence of the activity of my own countrymen. The shrieks of the fussy steam launches which swarm in the harbour four hundred feet below, and the 'purr' of the luxurious motor-cars, as they race round the terraced roads between the house and the sea-level, remind me of the Western energy and machines which multiply our time. The turbine-driven liner, standing out like some levitation amidst a curious swarm of insects, which are really sampans, junks, launches, and motor-boats, has come from far-away Vancouver, bringing its complement of tourists, business men, mails, and cargo to this Emporium of the East.

CANTON TOO. "Above the yellow funnels rise up the barren hills of China, and behind them, the expiring centre of a thousand shafts of light, the sun goes down. It seems to be falling upon that other city, only ninety miles away, which stands as a monument of another country, so near in space, so far in thought, from this active Western Colony. For Canton is China, and Victoria, as the city of Hongkong is called, is just a little chunk of Britain set on an island in the wide Pacific Ocean. Canton was static for centuries; even now it is a city of a million with scarcely a wheel. Hongkong is a place with dockyards where standard ships are built, vessels larger than are launched in any other part of the Empire except Great Britain.

"The British originally went out to the Far East for trade purposes, and for a long time the most important British official in that part of the world was called the Superintendent of Trade. I think it was until the year 1857 that the Governor of the Colony of Hongkong was Superintendent of Trade, and he was also the representative of Her Majesty the Queen in all diplomatic matters in the Far East.

CHINA'S LOCKED CUPBOARD. "My conviction is, that the Chinese nation may be compared with a hungry man who is sitting in a room containing a locked cupboard, for which he has no key. In China there are vast mineral resources which can be used to improve conditions of life in the country. The key is a knowledge of Nature's laws. There is water-power which can be made to replace man-power. There are waste regions which may be reclaimed for agricultural purposes.

"To give one example, Mr. G. D. Jameson, the engineer of the American Red Cross, has estimated that in the Hwai Basin 17,000 square miles of valuable agricultural land could be reclaimed at a cost of four millions sterling. The land-tax alone would pay a handsome dividend. The result of the development of the natural resources of China will be an improvement in the scale of living; that will inevitably increase the purchasing power of the people, and that soon in turn will develop external trade.

SCIENTIFIC PROGRESS. "When first I went out to the Far East I was amazed at finding any opposition amongst my own countrymen to scientific progress. I seemed suddenly to have stepped back into the days when Huxley and others had to fight the forces of ignorance and blind opposition in this country. I found a suspicion of science in the minds of some of the missionaries, but that suspicion was not confined to missionaries only. And yet missionaries have done most valuable work in China—I would pay a humble tribute to it—in connection with medicine and education. It seems to me utterly illogical to educate young Chinese in the English language unless you also give them some knowledge of the way in which the British have made the most of the natural resources of their country. I am fully aware that there are evils in industrial life in Great Britain, but these evils are not caused by—they are cured by—an increase in scientific knowledge. When I hear of some new invention or process for cheapening manufacture I am delighted, because I am sure that a large number of people will reap great benefit from it.

(Continued on Page 6.)

DON'T RISK PNEUMONIA. GET rid of every cold as quickly as possible. It is the forerunner of all pulmonary trouble, and pneumonia may develop in a few hours. Take Chamberlain's Cough Remedy. It is a simple thing to do, but the effect is marvellous. For sale by all Chemists and Druggists.

NOTICES.

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for:—ADMIRALTY CHARTS, ROSS'S BINOCULARS and TELESCOPES, KELVIN'S NAUTICAL INSTRUMENTS, BENSON'S ENGLISH WATCHES, ENGLISH SILVERWARE, direct from Manufacturers, High Class English Jewellery.

TO MAKE A DAINTY MEAL.

Buy "ROOSTER BRAND" Macaroni, Vermicelli, Egg-Noodles, Pasta Stars and other kinds of Soup Starch from us. All our Pasta Products, made in a new, well-ventilated and modern style factory, are pure, wholesome and of excellent quality. Obtainable from all our Agents everywhere. Samples and Price List will be given free of charge on application to our Head Office.



THE HING WAH PASTE MFG. CO., LTD.

HEAD OFFICE: 47 & 49, Connaught Road Central, Hongkong. Tel. No. 2230.
BRANCH OFFICE: 430 & 431, Nanking Road, Shanghai, China.

HOTELS AND CAFES.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,
HOTEL MANSIONS,
THE REPULSE BAY HOTEL,

J. H. TAGGART,
Manager.

THE PEAK HOTEL.

1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of—
Mrs. BLAIR.

KING EDWARD HOTEL

CENTRAL LOCATION

ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting. European Baths and Sanitary Fittings, Hot and Cold Water System throughout. Best of Food and Service. Telephone 373. Telegraphic Address: "VICTORIA." J. WITCHELL, Manager.

PALACE HOTEL

KOWLOON.

(Two minutes from Star Ferry). Recently renovated and refurbished, electric light and fans throughout and entirely under new management. Cuisine under the personal supervision of the proprietor, Bar and Billiard Rooms, Terms moderate. Special terms to families on application to Telephone K. 3. Telegraphic Add.: "PALACE." J. H. OXBERRY, Proprietor.

CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ION HOUSE STREET.

Under American Management. Nice and quiet yet only a few minutes walk from the Banks and Central District. 43 Bedrooms, Excellent Cuisine, scrupulously clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress. Launches meet Passenger Boats. Telegraphic Address: "CARLTON." Mrs. F. E. CAMERON.

ALEXANDRA CAFE

19, Des Voeux Road Central. Next Hongkong Hotel.

Try our BREAD, made from the very best Flour and guaranteed to be the purest Bread in the Colony. DON'T FORGET and order early our own made PUDDINGS and MINCE PIES.

Christening, Birthday & Wedding Cakes made to order.

Mrs. N. BABBAGE, Manageress.

BLUE BIRD

ION ORHAM

PARLOUR

AND CONFECTIONERS



CHOCOLATES
Fudge, Fruit, Vanilla, Chocolate, Home-Made American and British Confectionery, Nougats and Bonbons. California Star Chocolate, American Chocolate, 12 oz. per box. Special Orders, 25 cts. per box. China and Foreign Goods. 50 cts. per box.

TANG-YU, Dentist.
Dentistry in
the late SUE YING.
14, D'ARVILLE STREET.
TERMS VERY MODERATE.
Consultation free.

FRENCH LESSONS
G. MOUTON,
15, MORRISON ROAD.



Hughes & Hough

AUCTIONEERS IN THE GOVERNMENT

General Auctioneers
Share, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS

"To-Kwa-Wan" Coal Storage

Codes used

Bentley's
A. & C. 4th & 5th Editions.
A. 1 Telegraphic Code.

Telegraphic Address
"HONGKONG" HONGKONG.

PUBLIC AUCTIONS

Ponies! Ponies! Ponies!

PUBLIC ROUP.

THE Undersigned have received instructions to sell by Public Roup

on

WEDNESDAY,

the 13th February, 1920, at 3 p.m.

at the Fountain, opposite the City Hall,

A large number of well-known

RACE PONIES

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, February 9, 1920.

THE Undersigned have received instructions to sell by Public Auction,

(FOR ACCOUNT OF ONE CONCERNED);

on

THURSDAY,

February 19, 1920, at 10.30 a.m., at

No. 10 Knutsford Terrace, Top Flat,

THE

Valuable Household Furniture,

therein contained,

comprising:—

Fumed Teakwood Hallstand and

Dinning Room Furniture, Morecco

Leather-covered Chesterfield Sofa

and Armchairs, Pictures, Ornaments,

and Sundry Blackwood Furniture,

large and small Teakwood Bed-

steads, Wardrobes, Dressing Tables,

&c., Bed and Table Linen, Cutlery

and Plated Ware including large

Dinner Service complete, New

Aluminium Cooking Utensils, Bath

Room Utensils,

&c., &c.

Also

Pot Plants, Electric Fittings,

Singer's Sewing Machine, and one

Large Hall Clock.

(Full Particulars from Catalogue).

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, February 3, 1920.

FOR SALE.

FOR SALE:—At their Sales Rooms,

No. 8, Des Voeux Road, Corner

of Ice House Street,

Two Vertical Steam Electric Light-

ing Sets, as follows: Generators,

new. Engines in thorough good

running order. Output 200 Amps.

400 Volts. 16 Kilowatts.

Also

Spare armatures, Switch panels,

and running Gear. Full particulars

can be had from the undersigned.

HUGHES & HOUGH,

Auctioneers.

MARTIN'S

APIOL & STEEL

PILLS

A French Remedy for all Irritations.

It is the best remedy for all Irritations.

It is the best remedy for all Irritations.

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NOTICES.

HONGKONG JOCKEY CLUB.

RACE MEETING, 1920.

WEDNESDAY, THURSDAY,
FRIDAY & SATURDAY,
February 11th, 12th, 13th & 14th.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. Kelly and Walsh Limited or at the Gate. Price \$15 for the Meeting, or \$4 for each day. No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,

Clerk of the Course.

Hongkong, February 7, 1920.

HONGKONG JOCKEY CLUB.

NO Servants will be allowed inside the ENCLOSURE of the Race Course during the Race Days WITHOUT TICKETS, which can be had on application to the Undersigned. These Tickets are only available for Servants while in attendance on their employers or when on duty at the various Stands.

Any Chinese found loitering about with Servants' passes in their possession will forfeit them, and the holders thereof will be removed from the Enclosure.

T. F. HOUGH,

Clerk of the Course.

Hongkong, February 7, 1920.

HONGKONG JOCKEY CLUB.

NOTICE IS HEREBY GIVEN that owing to the death of Mr. B. D. KAPTEYN the undermentioned ponies entered in his name to run at the forthcoming race meeting have been sold by Public Auction and will run in the interest and colours of the purchasers as follows:—

Louisa Mr. G. C. Moxon, "Black

Yellow Hoops and Cap."

Sinza Mr. John Peel, "Dark Blue

Silver Braid."

Spotted Sand Mr. Scores, "Old Gold

Dark Green Hoops."

Runaway Light Mr. T. F. Hough,

"Dark Blue, Primrose Hoops."

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, February 7, 1920.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

RACE HOLIDAYS.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on WEDNESDAY, THURSDAY, FRIDAY, and SATURDAY, the 11th, 12th, 13th and 14th instants, from 11.45 a.m.

By Order,

LOWE, BINGHAM & MATTHEWS,

Secretaries.

Hongkong, February 10, 1920.

MARINE INSURANCE ASSOCIATION OF HONGKONG.

RACE HOLIDAYS.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on WEDNESDAY, THURSDAY, FRIDAY, and SATURDAY, the 11th, 12th, 13th and 14th instants, from 11.45 a.m.

By Order,

LOWE, BINGHAM & MATTHEWS,

Secretaries.

Hongkong, February 10, 1920.

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Hongkong Hotel, Hongkong, on WEDNESDAY, the 18th February, 1920, at Noon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st Dec., 1919.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th February to the 21st February (both days inclusive), during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, February 3, 1920.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 28th day of February, 1920, at Noon, for the purpose of receiving the Report of the Court of Directors together with a statement of Accounts for the year ending 31st December, 1919.

The Register of Shares of the Corporation will be CLOSED from MONDAY, the 16th February, to SATURDAY, 28th February, 1920, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,

N. J. STARR,

Chief Manager.

Hongkong, February 10, 1920.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS, \$1. PREPAID.

Each additional 5 words 4 Cents.

TO LET.

TO LET—A SHOP in Nathan Road, Kowloon.
Apply to Humphreys Estate & Finance Co., Ltd., Alexandra Buildings.

TO LET.

TO LET—A GODOWN at Yau-mai. Apply to The Hongkong Land Reclamation Ltd.

MOTOR CAR FOR SALE.

1915 OVERLAND SEATER (fast). In perfect running order well turned out. Owner leaving Colony.

Price \$1,000

Apply Commander McCOWEN, H.M.S. "Alacrity," Naval Yard.

TO LET—A ROOMED FLAT, top of Princes Building, fully furnished, from April 1st to October 31st 1920. For full particulars apply to GILMAN & Co., Ltd.

NOTICE.

The Chartered S.S. "BANGKOK" will take Cargo for CALCUTTA and will sail direct for above-mentioned Port on or about the 14th instant.

For further particulars, please apply to:

R. RODENFUESS,

Acting Agent—Messageries Maritimes Co., Queen's Building.

Hongkong, February 9, 1920.

EXCHANGE AND MART.

*At the request or suggestion of many China Mail readers, it has been decided to reserve this space for the convenience of those who wish to Sell, Buy, or Exchange items not in the way of regular Trade. Trade advertisements are to be excluded.

*As this is for the convenience of China Mail readers, and to increase its interest for them as a newspaper, there will be no attempt to make it a revenue producing feature.

*The nominal tariff of Half a Cent a Word (minimum 20 cents) is established to make it serious.

Advertisements for this column must be attached to a Coupon which will be found on Page 10.

*By way of example, the following "dummy" advts. are printed as a starter. Not one of them is genuine, so readers are warned not to waste time answering them.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 90 lbs. net.

SHEWAN, TOMES & CO.

GENERAL MANAGERS

INTIMATIONS.

NOTICE.

THE Offices and Stations of the CHINESE MARITIME CUSTOMS for Kowloon and District WILL BE CLOSED to Public Business on THURSDAY, the 18th instant and on FRIDAY to MONDAY, the 20th to 23rd instant (inclusive).

T. D. MOORHEAD,

Commissioner of Chinese Customs,

Kowloon and District.

York Buildings,

Hongkong, February 10, 1920.

BY ORDER OF THE SUPREME COURT.

NOTICE IS HEREBY GIVEN THAT THE STEAMSHIP "MO HON" as she now lies at Yau-mai in the Harbour of Hongkong

Will be sold by

PUBLIC AUCTION

on

MONDAY,

the 16th day of February, 1920,

at 3 p.m.

by

GEO. P. LAMBERT

Auctioneer.

The ship is a Chinese ship registered at Canton and is of 1,400 tonnage. She was placed in dry dock in Hongkong in the early part of 1919 and fully repaired and was duly surveyed in April, 1919, and certified to be in good sea-going condition.

For further particulars and conditions of sale apply to

Messrs. WILKINSON & GRIST

or to

Mr. GEO. P. LAMBERT,

Auctioneer.

Hongkong, February 7, 1920.

I say

KEATING'S LOZENGES
cure the worst cough

SAVARESSE'S
SANTAL
CAPSULES

PHYSICIANS RECOMMEND THEM.
Of all Chemists. Made in London.

NOTICES.

THE MOTOR UNION INSURANCE COMPANY, LIMITED.

AND THE UNITED BRITISH INSURANCE COMPANY, LIMITED.

FIRE, MARINE, LIFE and MOTOR ACCIDENT.

For Rates and Particulars apply to the General Agents
UNION TRADING CO., Prince's Building.

These Cigarettes are made of selected Mild leaf tobacco and quite harmless to those who are accustomed to inhale.

NANYANG BROTHERS TOBACCO CO.

165, Des Voeux Road, Hongkong.



六 中 一 號 百 萬 牌 所 售 貨 物 均 係 選 用 最 上 等 煙 草 製 成 氣 味 清 香 且 經 過 醫 生 驗 明 確 係 無 害 之 煙 也

LONG HING & CO., PHOTO SUPPLIES.

DEVELOPING & PRINTING A SPECIALTY.

No. 174, QUEEN'S ROAD CENTRAL, HONGKONG.

THE HOTEL ASIA

WEST BUND, CANTON.

Large and airy rooms. Electric light and fans. Hot and cold water service. Lift and telephones. Excellent Cuisine. Every modern convenience provided.

Bar and Billiard rooms. Roof garden. Cinematograph Theatre.

Situated in the highest building in Canton, affording a splendid view of the whole City and suburbs. Opposite the Canton Steamers' Wharves and two minutes walk from

NEW SHIPMENT OF LOWNEY'S CELEBRATED AMERICAN CHOCOLATES

ON SALE BY
A. S. WATSON & CO., LTD.,
The Hongkong Dispensary.

TEL. 16.

Powell Ltd

TELEPHONE 346

FOR THE RACES. ELEGANT CLOTH CAPES.

Light weight and the latest Styles.

INSPECTION INVITED.

BIRTHS.

DORRANCE.—On January 30, at Shanghai, to Mr. and Mrs. A. A. Dorrance, a son.
KELHOFER.—On February 3, at Shanghai, to Mr. and Mrs. E. Kelhofer, a daughter.

DEATHS.

JOHNSTON.—On February 2, at Hankow, Robert Wannop Johnston, aged 39 years, Manager of British Cigarette Co., Limited's factory at Hankow. Formerly resident in Shanghai.
STANDLEY.—On February 2, at Shanghai, Alice Margaret, wife of William A. Standley, aged 69 years.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, WEDNESDAY, FEB. 11, 1920.

BOOSTING HONGKONG.

More for the word-play than as a reflection upon his origin, some Hongkong wags are fond of referring to Professor "Middleclass" Smith. We propose to squeeze a little fun out of one of Professor Middleton Smith's recent lectures, but before doing so we want to say that no one has ever done more to "boost" Hongkong than this enterprising gentleman. He hustled round before coming out to the University and secured such a valuable collection of engineering exhibits as has rarely been assembled in any one place before. He is a man of enthusiasm and energy, who does things and gets things done. So far as the people at Home are concerned, we have to thank Professor C. A. Middleton-Smith for putting Hongkong on the map. He is a little exuberant, perhaps. That is where he affords us an opening for a little chaff. A Home paper just to hand fully reports a lecture of his delivered to the Society of Arts in December. It mentions for the information of its readers that he is "Taikee Professor of Engineering in the University of Hongkong." "Taikee" is perhaps intended as an honorific title, related distantly to "Taiwan."

What a hula-balo!

When the Taipans coo
Higher and higher and higher
When editors rage
On the leader page
From the laipian into the fire.
N.B. This is Race Week.

Our lecturer told "em that the Far East offers an "almost boundless" store of raw materials. "Only know ledge, security, and enterprise is

needed." Our committee on economic resources can supply that for them.

When you're anxious for to shine
At developing a mine
You'll need a licence;
And the Government won't tell
Of the minerals you smell
To the wise uns.

N.B. This is Race Week.
Our Professor gave the Society of Arts the old stuff about Hongkong being a barren rock, home of pirates, etc. "To-day it contains a prosperous city with justice and freedom for all." Freedom is certainly free to all, if they can get it.

We are free, you and me,
In our city by the sea,
But we don't let out our names
When we criticise the shames,
And the scandals and the games.

Of the Gang that rules our city
For they'd have no blooming pity
But would punish us severely
(They have ways to do it queerly)
So we whisper to the papers
What we think of all their capers
And anonymously chortle, by the sea.

That as freedom-loving people we are free.

N.B. It is still Race Week.
On the history of the origin of Hongkong, Professor Smith is a little irregular. He talks of the pioneers as "picking out" Hongkong on account of its "magnificent harbour." They didn't pick it out. They didn't even want it when it was picked out for them. They preferred Macao or Whampoa, and grumbled when Hongkong was thrust upon them. But it doesn't matter now, since we've got it.

Here is a sample of professorial exuberance. [The Editor is publishing the report in full elsewhere.] "Rising up in glory out of a sea of wondrous hue, it (the Peak) reaches a height of nearly 2,000 feet; and on its topmost peak is the flag which guarantees freedom for men of any creed or colour who live under its protection." Hooley! We dash the tear of gratitude from our cheek, and are not ashamed of it. With a heart choked with proud emotion, we repeat those words of freedom for men of any creed or colour, and cry once more, Hooley!

What'll win the champions to-morrow, we wonder?
Describing the scene from his verandah, in the University grounds, the Professor says: "Above the yellow funnels rise up [they couldn't very well rise down, Professor] the barren hills of China, and behind them, the expiring centre of a thousand shafts of light, the sun goes down." Now, really, the Professor should not tempt us like that. How can we resist pointing out that from the University you cannot see

the barren hills of China either rising up or falling down, and that even if you could the sun wouldn't "expire" behind them? It sets, so far as we are concerned, behind the islands to the west.

But all that is merely our notion of Race Week fun. We are really grateful to Professor Middleton-Smith for telling the people at Home about our little colony. When the time comes, they will be all the better prepared for giving us a few little reforms we expect to get.

LOCAL AND GENERAL.

To-day's dollar is worth 6s. 3d.

Communicable disease? Nil, says to-day's return.

Consignees of cargo ex s.s. "Benledi" are reminded that all goods remaining undelivered after to-morrow will be subject to rent.

A Chinese was charged before Mr. Smith this morning with snatching a gold ear pick from a Chinese woman in Queen's Road, Central. After committing the offence, the man ran down Victoria Street, right into the arms of a constable. He was given six weeks.

Before Mr. N. L. Smith a Chinese was charged with attempting to export \$100 in subsidiary coins. In defence he stated that he was ignorant of the laws of the Colony. The money was confiscated. Another man was charged with attempting to export \$57.60 in subsidiary coins. He gave the same excuse and was fined \$25, and the silver was ordered to be changed into notes.

A Japanese who was found drunk and incapable in a ricksha near Blake Pier had clutched in his hand what appeared to be a length of wood. When this was examined by the Constable who arrested him it was found to be a Japanese dagger. He was removed to the Police Station and this morning charged before Mr. Smith with the possession of a dagger. He was fined \$25 and the dagger was confiscated.

When we said yesterday that no telegram was received in the Colony giving a large number of casualties at the Manila fire, we made too long a shot. It appears that the *Daily Press* did see one that mentioned 2,000. This does not in any way minimize our accusation against the *Telegraph*, which did brazenly attempt to humbug the people. It spread alarmist reports, based on an imaginary "aggregate of estimates," and then said it didn't.

Before Mr. J. R. Wood, this morning, a Chinese was charged with the unlawful possession of four taels of prepared opium, which was found in a leather bag which the man was carrying on the Macao wharf. Defendant said he was ill and bought the drug for medicinal purposes. This was confirmed by the Police who stated that the man was unable to walk to the Police Station. Mr. Wood fined the man \$350. Another Chinese was charged with the possession of 49 taels of raw opium which was concealed in the false bottom of a trunk he was carrying on to the "Kwokning." The man gave his occupation as an "astronomer." Mr. Wood fined defendant \$400.

FASCINATING FURS.

There is no phase of fashion reproduced with a greater perfection than that of fur. Not only are the original skins picked out by trained experts, but the greatest skill is utilised to attain that super-successful note that does so much to preserve the intrinsic value of the skins themselves. Furs of recent years have assumed a rightful place of importance; as, if well chosen with skill, a fur garment possesses intrinsic and monetary value, as well as presenting a picturesque aspect. On contemplating all the difficulties involved in the fashions of the moment, it is almost impossible to understand by what weird and wonderful means the furrier of to-day can follow the lines of the most difficult mode with the same ease with which he would manipulate the softest velvet or chiffon. Whatever species of pelts are used to-day, to be worthy of record they are all invested with a deliciously pliable and silky finish. One thing is certain, that not even in the days before the war have we offered anything so luxurious and beautiful in the shape of fur garments. Each mode seems to be distinctive and expresses line and dignity. A great deal of this beauty is doubtless derived from the fact that the leading experts have taken very kindly to the picturesque modes, and furs especially lend themselves to reproductions of great magnificence. Also the modern treatment of pelts results in all furs being absolutely manipulated into drapable pictures, que lines just as easily as velvet or brocade. All the prices of fur like everything else that is beautiful are high this season.

"WALLA WALLA" MOTOR boats are built for your service.

SPECIAL CABLES

SHANGHAI LIBEL CASE.

\$10,000 DAMAGES.

[CHINA MAIL SPECIAL.]

SHANGHAI, Feb. 11.

The Chinese Commercial Press of Shanghai was awarded ten thousand dollars damages in the libel suit against the *Chungchea Book Company*, which had imputed that the Plaintiffs were a Sino-Japanese concern.

RED HOT NEWS.

[CHINA MAIL SPECIAL.]

SHANGHAI, Feb. 11.

The engineering Society of China had a meeting yesterday at which Dr. Chatley read a paper on the geology of the Yangtse valley below Wuhu, incidentally discussing the probability of earthquakes in the neighbourhood of Shanghai.

BOXING.

Booking is now open for the Boxing Association's Third Tournament on February 14th. Patrons will note that Messrs. Moutrie require cash against tickets, and that they will not book except on these terms. Instructions have been given for the removal of the upright posts which at the previous Tournament at "The Ring" seriously interfered with the view of the occupants of certain of the raised ringside seats.

It is to be regretted that the welterweight Championship Contest will not take place, owing to the indisposition of Stoker Eddie Walters, and the refusal of the doctors to allow him to meet Kerrison on the date fixed. Members of the boxing public will, however, be glad to hear that in the place of this Contest there will be a 10-round fight between Seaman Hewitt, of H.M.S. "Alacrity" and "Peggy" Evans of H.M.S. "Hawkins," ex-Middleweight Champion of the Mediterranean Station. An excellent bout between these men, ending in a draw, was witnessed at the Theatre Royal on December 13, last.

WORLD'S CHINESE STUDENTS' FEDERATION.

The 9th Membership Campaign of the world's Chinese Students' Federation was brought to a close last month.

While the eight preceding membership campaigns had distinctive merits of their own, the 9th campaign has broken the records of the past both in the number of team capitals and the results achieved in swelling the membership list of the Federation. The captains of the local and out port teams have done admirable work which is a solid proof of their keen interest in the welfare of the Federation. In view of the added financial support which the Federation has received as a result of this campaign, it will find itself in a better position to take up progressive plans in new fields and perhaps realise its long-cherished dream of having a home of its own.

The results are as follows:

No. of Team	Name of Captain	Points (1 point represents \$100)
1	Y. M. Chien	1,141
2	H. C. Sung	1,002
3	F. M. Sah	964
4	K. Z. Woo	767
5	Y. C. Tong	651
6	S. K. Shen	625
7	D. S. Bau	532
8	T. H. Lee	508
9	Y. Y. Tsu	488
10	Thomas H. Yue	470
11	C. S. Liu	418
12	Andrew O'Ben	414
13	D. K. Lien	341
14	Oats Hsu	309
15	Z. N. H. Lee	309
16	H. Chow	284
17	C. W. Nieh	280
18	S. C. Lin	273
19	Y. B. Wang	251
20	Teh C. Yeh	213
21	Helen King (Miss)	201
22	Hsia Hung chong	200
23	C. Y. Kao	117
24	Z. W. Kouoh	108
25	Han Yang Sung	73
Total		\$10,939

BEWARE OF COLDS.

CHILDREN are much more likely to contract the contagious diseases when they have colds. Whooping cough, diphtheria, scarlet fever, and consumption are diseases that are often contracted when the child has a cold. That is why all medical authorities say beware of colds. For the quick cure of colds you will find nothing better than Chamberlain's Cough Remedy. It can always be depended upon, and is pleasant and safe to take. For sale by all Chemists and Storekeepers.

CORRESPONDENCE.

PARENTAL OBJECTIONS TO SCHOOL BOXING.

[To the Editor of the "China Mail."]

Sir,—We beg to quote a passage from H.E. the Governor's speech on the occasion of St. Joseph's Distribution of Prizes, which runs as follows: "I want to arouse enthusiasm among the staff and the boys for boxing, and I hope we shall then see St. Joseph's taking a prominent part in this as it has done in other forms of sports."

We do not agree with such a suggestion as given above, because boxing is not strictly a good sport for young boys, who generally have a weak constitution, and the strain during their display may be detrimental to their health.

Boxing is perhaps good for adults and healthier men, such as farmers, soldiers, sailors and cowboys who can resist heavy blows. Even that, God knows, how many of them have since died from the effects of these blows in their later days.

Why do not the aristocratic people appear in the ring? Why do not the taipans take a fancy in the boxing?

The answer is too obvious, because they would not mix up with the middle class of people and would not attempt to risk a black-eye or a broken spine, as they appear too delicate to join in this kind of sport. It is a sport of blows and knock outs.

Let the taipans and high officials come to the ring to give us a jolly show and its proceeds may be devoted to some charitable purpose, then the enthusiasm will be greatly aroused by the community at large.

The staff of St. Joseph's will find great difficulty in boxing with their soutane on, unless they are given an athletic costume to wear on, will they provide themselves with one?

We do not approve that our school boys should enroll in the Boxing League. We are quite satisfied with the exercises they have already in school. When they become men they can do what they please. More enthusiasm should be given to studies and not to sports.

Thanking you for the insertion of this letter.—Yours faithfully,
PATER FAMILIAS.

"HOSPITAL FOR KOWLOON."

[To the Editor of the "China Mail."]

Sir,—On my way home this evening my attention was drawn to a hand ambulance being wheeled along the cold windy roads of Kowloon to the Ferry for conveyance across the harbour to Hongkong. As there was an attendant walking alongside the coolies it is fairly safe to conclude that some unfortunate sufferer was under the canvas cover. What a blot on the administration of this Colony to think there is not a Hospital in Kowloon for the European residents. Now, Mr. Editor, is there no way of bringing some pressure to bear on the powers that be in order that this important need be attended to without delay? If the funeral of the Peace Memorial Committee has not taken place could they not consider a vote being taken by the public of Hongkong as to whether a Hospital in Kowloon would not form a very fitting Peace Memorial indeed?

Trusting that something definite may be commenced very soon.—I am, yours faithfully,

PNEUMONIA.

Kowloon, Feb. 10, 1920.

DEATH OF MR. S R GALE.

AN OLD SHANGHAI RESIDENT.

Shanghai papers record the death in England of Mr. Samuel Robert Gale, an old and highly respected member of the Shanghai community. Mr. Gale joined the staff of the Shanghai Municipal Council, revenue department, some time in the early seventies, and resigning his position about the end of that decade, joined the firm of Muscard & Co., leaving them some years later to take the position of Shanghai librarian, with his wife assisting him. This he held until 1889, when he left to join the Health Department of the Council (his wife remaining in the post of librarian), remaining in this position until his retirement in 1908.

Mr. Gale was a man well liked by all who knew him, the welfare and comfort of others was always in his thoughts, and many will recollect his services, freely given, to the Volunteer forces on field days, also to the Fire Brigade at a turn-out. At the former, the commissariat department was always his particular care, and rarely was complaint heard of insufficient supplies of attention to the inner man. The Fire Brigade of early days also had cause to thank Mr. Gale for the same attention.

The deceased was a keen Mason, being W.P.M. of Shanghai Lodge, Massachusetts Constitution. Past Principal of the Keystone Chapter, and District Grand Secretary of the Grand Lodge of Northern China; the latter honorary duty being assiduously undertaken for about 18 years, in fact until his retirement.

Mr. Gale, who is lying in Woodbury, Devonshire, survives his husband, there being no family.

DE LA SALA IN TROUBLE AGAIN.

"HAITIAN" BREAKS DOWN OUT OF SIGHT OF LAND.

Capt. de la Sala, whose typhoon adventures in "Pheumphen" were told in full in the *China Mail* some months ago, has had trouble with his new command, the "Haitian," now lying at Singapore.

He left Singapore in the middle of January with 700 lives aboard. Out of sight of land the "Haitian" broke down, but managed to manoeuvre to an exposed position eight miles off the Hoesburgh, where she anchored. Chief Officer Mugg took a life-boat, and in a heavy sea, went 33 miles to engage a tug and thus save a bill for salvage. It took him 18 hours, and his boat was full of water most of the time. Within 24 hours he was back with the tug "Varuna," which towed the "Haitian" back to Singapore.

To get to the temporary anchorage, when she broke down, Capt. de la Sala had resorted to his old dodge of jury rig. With cargo derricks, awnings, and side screens he fixed up a foresail, mainsail, and jib. We have seen a photograph of the ship with the two sails first named furled. The jib is not shown.

Unlike the "Pheumphen," the "Haitian" is insured; but she affords another object lesson in favour of our plea for compulsory wireless on all steamers sailing hence. She had no wireless, and Chief Officer Mugg was lucky as well as brave in making the trip he did.

When Capt. de la Sala got back to port, he learned of the death of his wife, to whom he had been happily married for 16 years.

The "Haitian" is one of our best known local steamers, having been a "common object of the seashore" for over 30 years.

ROAD FINANCE.

In 1914-15—the last normal year—the cost of the roads in England and Wales was about £17,500,000. It may be roughly assumed that of that total £1,500,000 was paid for out of the Exchequer contribution account, and £750,000 by the Road Board, leaving a balance of £5,250,000 paid for out of rates. Persistent and constant pressure has been exercised upon the Government with the object of increasing the proportion paid out of Imperial taxation in order to reduce the amount which has to be found by the ratepayers. In the new Transport Act power is given the Transport Minister to classify roads and make grants towards maintenance. The Board had no power to make grants towards maintenance. The Minister has to proceed to classify the roads, and the Act lays upon him the obligation to consult the Roads Committee in regard to this matter.

During the passage of the Transport Bill through Parliament the Minister was asked whether he proposed to classify roads and make contributions to road maintenance in accordance with the recommendation of the Departmental Committee on Local Taxation which had been incorporated in the Finance (No. 2) Bill, 1914. To this he replied that he did not wish to be tied by any rigid provisions, for it might well be that the State contributions to maintenance of Class I roads might be as much as 75 per cent. Lord Lytton, in the House of Lords, stated specifically that that would be the future rate of contribution. As the Act stands the Minister is free to adopt any system of classification and distribution he may think fit. He will, however, be always subject to one limitation, and that is the amount of money which the Treasury is willing to give him for that purpose.

Is any of the money that is derived from the taxation of petrol and motor vehicles to be applied towards the maintenance grant? The principle which I assume that motorists—certainly those in this conference—will stand for is that the maintenance grant must represent an additional contribution from the Exchequer and must not be taken out of the Road Improvement Fund. Indeed, any attempt to devote that fund to maintenance purposes would be unauthorised by the statutes affecting it. As the grant will probably take the place of the Exchequer contribution accounts it cannot conceivably be less than the sum, which I have placed at £1,500,000, already drawn from that source. The local authorities will ask that the figures shall be placed as high as possible, and in all probability will suggest as much as £5,000,000, or approximately a third of the cost of maintenance. Personally I doubt whether the sum which the Treasury will find for maintenance will exceed £3,000,000.

Whatever the amount available for maintenance grants, whether it be £1,000,000 or £5,000,000, do they want the money distributed by way of a large grant over a small mileage or roads or by a smaller percentage grant over a larger mileage of roads? For make no mistake, the percentage will govern the classification. The Treasury will fix a figure which in the first year they will not be prepared to exceed having regard to the other claims upon the Imperial Exchequer, and the Minister will have to make his classification and prepare a scheme so that his liabilities will not exceed that amount.—W. Rees Jeffreys, in *Engineering*.

SHIPPING PERSONALIA.

Mr. W. Shaw, chief officer, "Wenchow," is on reserve.
Mr. J. McKeller, from reserve, has gone chief officer, "Wenchow."
Mr. J. Roxburgh, from leave, has gone supernumerary second engineer, "Sinking."
Mr. A. MacArthur, chief engineer, "Chekiang," is on reserve.
Mr. O. Jensen, from reserve, has gone chief engineer, "Chekiang."
Mr. W. G. Ramsay, chief engineer, "Wenchow," is on reserve.
Mr. R. Allan, from leave, has gone chief engineer, "Wenchow."
Mr. J. Colquhoun, second engineer, "Taung," is on leave.
Mr. N. Churchill, from reserve, has gone second officer, "Choyang."
Mr. J. Powell, second officer, "Choyang," is on leave.
Mr. J. Duncan, from reserve, has gone second officer, "Luenho."
Mr. T. Fairburn, second officer, "Luenho," is on leave.
Mr. A. F. Johnson, second officer, "Koonshing," has gone acting chief officer, "Choyang."
Mr. J. D. Carnie, from leave, has gone chief engineer, "Koonshing."
Mr. E. J. Hickey, second officer, "Kiangwah," has gone second officer, "Kiangwah."
Mr. E. Stokes, second officer, "Feiching," has gone second officer, "Hsinning."
Mr. J. Malcolm, from leave, has gone second engineer, "Hsinning."
Mr. H. E. Swaine, acting second engineer, "Hsinning," has gone third engineer, same ship.
Mr. J. Turner, from leave, has gone second engineer, "Taishun."
Mr. Kolesnick, third engineer, "Toonan," has gone third engineer, "Kiangwah."
Mr. J. K. Karkle, second engineer, "Kiangwah," has gone second engineer, "Feiching."
Mr. R. Ferguson, chief officer, "Burrembeet," has resigned.
Mr. C. S. Robb has gone chief officer, "Burrembeet."
Captain W. B. A. Wilks, of the "Cavanba," has resigned.
Mr. J. J. Nicholson, chief officer, "Cavanba," has gone master, same ship.
Mr. C. Winthrop, chief officer, "Stasia," has gone chief officer, "Cavanba."
Captain D. Weideman, of the "Shawshing," has resigned.
Mr. P. Pooga has been appointed master, "Shawshing."
Mr. J. Koschemakin, chief officer, "Kiangping," has resigned.
Mr. H. B. Graham, chief officer, "Weishun," has resigned.

THE CAUSE OF RAILWAY CONGESTION.

Mr. Lloyd George tells us that, because some of the traffic that used to go by sea now travels by rail, the average haul is longer than it used to be. Here we have certainly a contributory minor cause. But in this small country we never used to think of the actual journey time of a loaded wagon as the all important-point in railway economics, and there is no reason why, with good management, it should be so now. Sir Eric Geddes gets nearer the mark in his recent memorandum, in which he states that "next to the acceleration of repairs the quickest way to increase the number of wagons available for traffic is to minimise the period of detention under load." Comparatively speaking, the journey time is not important. The thing to get at is the terminal delay. The same trouble is being experienced with shipping. As this delay is much more extreme, on account of the large size of each ship, the facts emerge rather more clearly. The new hours, and also we must add the spirit, of labour, are delaying our shipping at the ports. The ships cannot discharge and re-load so quickly and this makes for very heavy costs. During the war one of the most extraordinary transformations was made in a certain area when once this question of port delays was seriously tackled. A complete change took place, and everything from beginning to end of the campaign was speeded up. So it will very largely be with the railways if we can get over the unloading, loading, and demurrage delays. Sir Eric Geddes puts the cart before the horse. It is not a scrap of use accelerating repairs or building more wagons while the railways are congested with their present numbers. That will only increase "storage on wheels" which Eric rightly points out is a very expensive luxury, and one to which an end should be put as promptly as possible.—*Engineering*.

DON'T COUGH.

It is absurd to allow a cough to hang on and sap your vitality when Chamberlain's Cough Remedy will cure you. You don't know where a paralytic cough will land you. You can't afford to allow your throat and lungs to become diseased when it is such a simple thing to stop a cough with Chamberlain's Cough Remedy. For sale by all Chemists and Storekeepers.

HONGKONG JOCKEY CLUB.

FIRST DAY 1920 RACES.

DISAPPOINTING WEATHER.

The Hongkong Jockey Club Race Meeting, this year, opened under most inauspicious conditions so far as the weather was concerned. The morning dawned chill and dreary with a drizzling rain. The course looked cheerless in spite of the profusion of bunting. However, the attendance at the beginning was naturally sparse. Those who were keen enough to be in time for the first race appeared in overcoat, or mackintosh and the ladies, for the most part, remained in the Stand or private boxes. Owing to the Chinese New Year holidays, the races this year were fixed a fortnight earlier than last year and had it not been for this, the fixture might have been held under better weather conditions. The course itself, although not bad, was such as to upset original calculations and the punter had to revise considerably his book. Times, of course, were slow.

Mr. T. F. Hough, the efficient and genial Clerk of the Course, was early upon the scene. He looked extremely well after his trip home. The elements had no terrors for him and he set to work on his difficult and exacting task with his usual good humour and cheery smile.

PATRON.

His Excellency Sir R. E. Stubbs, K.C.M.G.

HONORARY STEWARDS.

His Excellency Vice-Admiral Sir A. L. Duff, K.C.B.
His Excellency Major-General F. Venris, C.B.
Commodore V. G. Gurner, R.N.

STEWARDS.

The Hon. Sir C. Paul Chater, Kt., C.M.G., His Honour Sir W. Rees-Davies, Kt., Mr. H. J. Gedge, Mr. T. F. Hough, Mr. Henry Humphreys, Hon. Mr. J. Johnstone, Lieut.-Col. W. L. Loring, C.M.G., D.S.O., R.A., Mr. G. C. Moxon, Mr. D. M. Ross, and Mr. N. J. Stubb, O.B.E.

Stewards in Charge of the Scale.—Mr. Henry Humphreys, Mr. G. C. Moxon, and Mr. N. J. Stubb, O.B.E.
Handicapper.—Mr. D. M. Ross.
Judge.—Mr. F. B. Marshall.
Assistant Judge.—Mr. D. E. Clark.
Starter.—Mr. H. J. Gedge.
Second Starter.—Mr. J. H. Gongdon.

Time Keeper.—Mr. M. S. Sassoon.
Secretaries & Treasurers.—Messrs. Linshead & Davies.
Clerk of the Course.—Mr. T. F. Hough.

Able assistance in carrying out the general arrangements was rendered by about 40 non-commissioned officers of the garrison under direction of Garrison Sergeant Major H. Westlake.

As last year, adequate precautions were taken to deal with an outbreak of fire and an efficient staff of firemen, with one of the most powerful motors, under the supervision of Chief Inspector Lane were on the spot.

There was also a section of the Ambulance Corps in attendance. The Cash Sweeps and Pari Mutuel were in charge of Messrs. Lowe Bingham and Matthews as last year, this making the seventh year in succession Messrs Lowe, Bingham and Matthews have undertaken the work. The Chinese staff was under the charge of Mr. U. Rumjahn.

The commissions were slightly altered this year, the rules being that a commission of 15 per cent and also a sum of \$25 payable to each drawer of an unplaced starter (except in the Derby and Champions when the amount was \$100) was deducted from the total amount of each sweepstake.

The balance of the dividend was divided as follows:—1st prize 70 per cent; 2nd prize 20 per cent; 3rd prize 10 per cent.

In the pari mutuel the usual 10 per cent was deducted. The police arrangements were ably carried out by a staff of over 100 men under the direction of Inspectors Garrod, Brazil and Kent.

The band of the 2nd Battalion of the Wiltshire regiment under the conductors of Mr. J. W. Eaton rendered one of the best programmes of music heard at the Hongkong Races.

The programme was as follows.

MORNING.

1. March "The Contemtable," Stanley
2. Overture "Comedy," Bela
3. Selection "The Mikado," Sullivan
4. Dances from "Robin Hood," 1, 2 and 3 Bunting
5. Song "Berceuse de Jocelyn," Godard
6. Waltz "The Fairest in the Land," Andille
7. Selection "Arlotte," Novello
8. Dances from "Henry VIII," 1, 2 and 3 German
9. Selection "The Big Boys of Broadway," 321 2nd & 253, Ayer
10. Morceau "Salut d'Amour," Elgar

AFTERNOON.

1. March "On the Quarter Deck," Alfred
2. Selection "Patience," Sullivan
3. Waltz "A Thousand Kisses," Joyce
4. Intermezzo "Alba," Lindsay

5.—Selection, "Tails Up," Braham.
6.—"Petit Bolero," Ravina.
7.—"Fox Trot," "Top Hold," Hickey.
8.—Polonaise, "Maskee," Faust.
9.—Selection, "Joyland," Darenwski.
10.—Two Step, "A Restless Night," Johnson.

The rain closed in time for the running of the first race which enabled the ladies to leave the shelter of the stands and gave to the scene a more animated appearance. People continued to arrive as the morning passed and by midday time it may be said that the attendance was an average one. The first race proved the prediction that calculations would be upset by the weather. Ludlow's win was most unexpected there being only three tickets taken the dividend being over \$500.

It is interesting to note that after the Valley Stakes, "Louza," which started favourite and ran third, was discovered to have been "galloped upon" and had sustained a cut from the hock to the heel, about eight inches long and half an inch deep. The owner expressed the opinion that it was a wonder the animal finished at all.

The course improved later in the morning and backers were better able to pick winners, on form, as for instance in the Victoria Stakes, where about 600 out of a total of 800 tickets sold were taken on Mighty King.

Amongst the later arrivals were the Hon. Dr. Claud Severn, C.M.G., Hon. Mr. C. G. Alabaster, Hon. Mr. S. H. DeWitt, Mr. A. G. M. Fletcher, C.B.E., Commander C. W. Beckwith, R.N., Mr. A. G. Stephen (H.K. & S.B., Shanghai), and Mr. C. W. Beswick of Shanghai.

5.—THE WONG-NEI-CHONG STAKES.—Winner \$600; second \$200; third \$100. For China Ponies. Weight for inches as per scale. Bond fide Griffins on date of entry allowed 5 lb. Subscription Griffins of both Classes of this season 1919-1920 allowed 10 lb. Entrance \$10. One mile.

Unplaced ponies, \$25.00 each, ticket Nos. 296, 312, 274, 194, 341, 67, 259.

Mr. G. H. Potts' Mountain King, 155lb. (Mr. Hill) 1
Mr. John Peel's Colinton, 153lb. (Mr. Johnstone) 2
Mr. Logor's Red Robe, 152lb. (Mr. Bremner) 3

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Messrs. C. G. M. & G. H. W. Charles, 152lb. (Mr. Bremner)
Messrs. Gay (Birds' Sandmartin, 151lb. (Mr. Hill)
Mr. Soares' Spoil Child, 155lb. (Mr. Dalgano)

Messrs. Dowbiggin and Sandes, Tallisman, 152lb. (Mr. H. Seth)
Mr. Dryadust Wilkins Micawber, 155lb. (Mr. Crokam)
Mr. Dynasty King Alfred, 152lb. (Mr. Reid)

Mr. T. F. Hough's Cadzow's Glen, 149lb. (Mr. Doyle)
Sir Paul's Sovereign Dahlia, 158lb. (Mr. Vida)
Mr. John Peel's High Tide, 155lb. (Mr. Johnstone)

Mr. Soares' Naughty Child, 149lb. (Mr. Soares)
Off 12.35. After a false start, the ponies got away in a bunch. Wilkins Micawber took the lead followed by High Tide the rest being well bunched. The same order past the Rock. Round the bend Sandmartin took the lead with Wilkins Micawber lying second the rest still bunched. Down the straight Sandmartin and High Tide raced hard with Spoil Child coming out of the bunch. At the distance post Mr. Bremner, on Charles, came out in fine style and passed the post a neck in front of Sandmartin. Spoil Child being half a length behind. Time 1.35.1.5.

3.—THE VICTORIA STAKES.—Winner \$600; second \$200; third \$100. For China Ponies. Weight for inches as per scale. Bond fide Griffins on date of entry allowed 5 lb. Subscription Griffins of both Classes of this season 1919-1920 allowed 10 lb. Entrance \$10. One mile.

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Mr. Logor's Red Robe, 152lb. (Mr. Bremner) 3

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TO-DAY'S NEW ADVERTISEMENT.

THEATRE ROYAL.

HONGKONG.

A GRAND CONCERT

in Aid of the Widow of the late Warder Speed.

Under the distinguished Patronage of
H. E. The Gov. Sir R. E. STEUBS, K.C.M.G.
The Admiral Sir A. M. DUFF, K.C.B.
Major General F. VENTRIS, C.B.
Hon. Dr. CLAUD SEVERN, C.M.G.
Hon. Mr. E. D. C. WOLFE.

Will be held on
SATURDAY, FEBRUARY 21, 1920,
at 9 p.m. sharp.

Prices \$3, \$2 & \$1. Booking at MOUTRIE'S.

5.—THE CHALLENGE CUP.—Value One hundred Guineas. For China Ponies. Weight for inches as per scale. To be won two years consecutively by a Pony or Ponies the bond fide property of the same owner or owners. Winner to receive \$750 and 70 per cent. second \$300 and 20 per cent. third \$150 and 10 per cent. of the entrance fees until the Cup is finally won when the second pony will receive 75 per cent. and the third pony 25 per cent. of the entrance fees in addition to the place money. Entrance \$10. One mile and three quarters.

Unplaced ponies, \$25.00 each, ticket Nos. 93, 97, 537, 237, 4, 572, 464.

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NOTICES.

FOR THE RACES

THE LATEST IN SMART

HEADWEAR

FELTS AND VILLOUS

—BOWLERS—

STRAWS — CAPS

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SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

SAILINGS—
To Macao daily at 9 a.m. (Sundays at 2 p.m.)
From Macao daily 2 p.m. (Sundays at 4 p.m.)Police Permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. T. & S. Cox & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK via Panama Canal.

S.S. "MUNCASTER CASTLE"

Sailing on or about March 23rd.

LLOYD TRIESTINO

S.S. "PILSNA"

BRINDISI, VENICE & TRIESTE
Sailing about end of March.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA

FOR JAPAN.

S.S. "BORNEO MARU"

Sailing on or about 10th February.

FOR JAVA.

S.S. "RIJUN MARU"

Sailing on or about 26th February.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA.

in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 515).

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

ATLAS MARU Sunday, 16th February.

GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

CANADA MARU Wednesday, 3rd March.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

INDUS MARU End of February.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly service.

UNNAN MARU Monday, 16th February.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

MADRAS MARU Sunday, 12nd February.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

AFRICA MARU Wednesday, 25th February.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

AMARUSA MARU Sunday, 16th February.

TAKAO via SWATOW and AMOY.

SOSHU MARU Thursday, 12th February.

JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager. No. 1, Queen's Building.

Tel. No. 744 and 745.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON, FOUNDRERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We have two Bilgways and can accommodate any craft of 300 feet long.
Town Office: 64, QUEENSDALE ROAD, CENTRAL, HONGKONG. Telephone No. 459.
Shipyard: SHUN-SUI-FO, KOWLOON, HONGKONG. Telephone No. 2.
Yacht club furnished on application.
Hongkong, April 1, 1912.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR MANILA, CEBU & ILOILO TAIPEI Feb. 11, at 5 p.m.
SWATOW AND SHANGHAI SUNGSHAN Feb. 12, at Noon.
CHERCO AND TIENTSIN KUNMING Feb. 13, at 10 p.m.
SHANGHAI AND TIENTSIN KUNMING Feb. 13, at 10 p.m.
SWATOW & BANGKOK KUNMING Feb. 13, at 9 a.m.
SHANGHAI & PUROK KUNMING Feb. 17, at Noon.
SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 25.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Callings at Shanghai and Kobe).

"CROSSKEY" About February 23.

"WHEATLAND" About February 27.

"ENDICOTT" About March 19.

For PORTLAND direct.

(Callings at Shanghai and Kobe).

"MONTAGUE" About February 21.

"ABERCO" About March 5.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "CAPE MAY"

MIDDLE FEBRUARY.

Via PANAMA.

S.S. "SAGAPORACK"

SECOND HALF FEBRUARY.

Via PANAMA.

S.S. "HATCHIE"

MIDDLE MARCH.

Via PANAMA.

S.S. "WESTERN CROSS"

EARLY APRIL.

Via PANAMA.

For freight, space and particulars apply to—

THE ADMIRAL LINE,

Telephones 2477 & 2478. AGENTS. 5th Floor, HOTEL MANSIONS.

FOR NEW ORLEANS.

THE U. S. SHIPPING BOARD

S.S. "ASKAWAKE"

ABOUT MIDDLE MARCH, 1920.

For freight, space and particulars apply to—

THE ADMIRAL LINE,

Telephones 2477 & 2478. AGENTS. 5th Floor, HOTEL MANSIONS.



SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.

FAST and LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers Tons Leave Hongkong.

KOREA MARU 23rd February.

TENYO MARU 11th March.

SHIMIZU MARU 1st April.

SHIMIZU MARU 1st April (from Yokohama).

*PERSIA MARU 19th April.

*From Kobe. *Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, BALBOA, COLON, PANAMA,

CALLAO, ARIKA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers Tons Leave Hongkong.

ANYO MARU 18,500 March 19th.

SHIMIZU MARU 14,000 May 11th.

KIMO MARU 17,500 July 19th.

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd.

and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to—

DAIGO, MANABU, KING'S BUILDING.

Telephone Nos. 2374 and 2375.

SHIPPING

C. P. O. S.

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

STEAMERS FROM HONGKONG TO VANCOUVER

Empress of Russia ... Mar. 11 Mar. 29

Monteagle ... Mar. 23 Mar. 31

Empress of Japan ... Mar. 29 Apr. 17

Empress of Asia ... Apr. 8 Apr. 26

Empress of Russia ... May 6 May 24

Empress of Japan ... May 26 June 18

Empress of Asia ... June 3 June 21

Monteagle ... June 4 June 28

Empress of Russia ... July 1 July 19

Empress of Japan ... July 20 Aug. 10

Empress of Asia ... July 28 Aug. 16

Monteagle ... Aug. 5 Aug. 29

Passage fares Hongkong to United Kingdom.

Express of Russia ... Gold 6,000 Tons Reg. Gold

18,500 Tons Reg. \$553.00 MONTAGUE \$485.00

18,500 Tons Reg. 8,185 Tons Reg.

Fares & sailings subject to change without notice.

For Fares and other information please apply to—

HONGKONG OFFICE.

Telephone 724. Cable address: GACANTAC.

CANADIAN PACIFIC OCEAN SERVICES

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

HAICHING Capt. A. H. Stewart FRIDAY, 13th February at 1 p.m.
QUINNEBAUG Capt. Medina TUESDAY, 17th February at Noon.

AMOY.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LARRAIK & Co.

General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons) "NILE" (11,000 tons) "CHINA" (10,500 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

Via SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

March 22nd, 1920. March 2nd, 1920.

AN UNPARALLELED HIGH CLASS

PASSENGER SERVICE

O. H. RUTTER, Freight and Passenger Agent.

Princes Buildings, Lee House Street. Tel. 1334.

AMERICAN & ORIENTAL LINE.

FOR NEW YORK.

S.S. "SUVERIC" via Panama, February 10.

FOR BOSTON & NEW YORK.

S.S. "LUCERNE" via Suez, March 25.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to KEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED:

For STEAMERS SAILING

LONDON "MATOPO" 14th February.

LONDON AND ROTTERDAM "SWAZI" 16th March.

Subject to change without notice.

Or to REES & Co., Canton.

General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG.

"ARIOSTO" via Suez 20th February.

"ANTILLOHUB" via Suez 1st March.

"CHARLTONHALL" via Suez 20th March.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE & THE BANK LINE, LTD., HONGKONG.

HONGKONG & CANTON REES & CO., CANTON.

A MONUMENT OF BRITISH PLUCK AND LUCK IN THE ORIENT.

(Continued from page 2.)

OUR CHINESE SUBJECTS.

There are some millions of the Chinese race who are British subjects. They live in Singapore, Malaya, Borneo, and Hongkong. They are under no illusions as to the practical results of British administration in the Far East. They are very shrewd business men. They know, by experience, that they obtain a splendid reward for industry when they are sheltered by the shadow of the Union Jack. For the Far East can produce evidence of the romances of industry, with Chinese as the leading characters, such as would have delighted the late Dr. Samuel Smiles.

The writer attended some of the funeral rites of a wealthy merchant named Cheung Par Sze. The benevolent Chinese merchant had been greatly respected and his memory is still revered. He had reached a ripe old age; he had fulfilled the ambition of his race by leaving numerous offspring to mourn his loss, and, later on, to worship at his tomb. He had, as a young man, left Swatow, a penniless emigrant for the South. He had prospered in Malaya. His commercial activities spread into many latitudes. He had estates in Sumatra, rubber plantations in the Straits Settlements, a glass factory in Hongkong, a business in Canton, a wine factory in Cheloo, North China, and probably business interests in Shanghai. He proved what the Chinese merchant can do with a good Government.

In 1876 some seeds of Para-rubber were brought from the Amazon forests to Kew by Mr. H. A. Wickham. Some plants were sent thence to Malaya. In 1905 about 38,000 acres of the land of that country produced rubber and in 1912 the acreage was 700,000. In 1913 the value of the rubber exported was £8,500,000. I have met Chinese who commenced life in Malaya at 7d. a week wage, with one suit of clothes and food costing about 2d. a day, who became millionaires because of the rubber and tin in that country.

THE PIONEERS.
From the unknown, gorgeous East there came, in the fifteenth and sixteenth centuries, tales of gold, precious jewels, spices, and costly merchandise. The love of adventure and religious enthusiasm sent the pioneers East and still further East. First of all the Portuguese and the Dutch, then the French and the English, ploughed Far Eastern seas; and from the end of the sixteenth until about the middle of the nineteenth century the sailing ships from Europe adventured forth to win the wealth of the Orient. An Englishman ruled Java and carried the flag of the Empire to Malaya.

Many of the possessions in that part of the world which once were British are now Dutch, but the Federated Malay States remain as a monument to the wisdom of Raffles. The British merchants in the Far East retain the old love of adventure, and many of the British in that part of the world have a generous enthusiasm, which might well be called religious, for all that is humane and progressive. They believe, most sincerely, that the Chinese will benefit immensely by a great increase in trade with Anglo-Saxons. They think that a peaceful and prosperous China will absorb machinery from British workshops and assist, in many ways, Europe in the difficult time of reconstruction.

Anglo-Saxons have done the pioneer work in countries off the West of the Pacific Ocean. It seems to be the destiny of the race to unlock the mineral treasures of China. The language of commerce in the Far East is inevitably English, for the great majority of the schools use that medium of instruction. There will, naturally enough, be competition between firms from the old country, Australia, Canada, and the United States, but it will be a splendid thing if the Governments obtain fair conditions for the competitors.

Scientific men seldom concern themselves with international politics, but the world is becoming smaller and smaller because of the methods of communication carried out by the engineer. He may reasonably demand of any League of Nations or other authority that may be formed, that he shall be allowed to develop the natural resources of the world for the benefit of mankind, concluded Professor Middleton-Smith.

SOME PEOPLE RUSH ABOUT

and tire themselves unnecessarily, thinking to cure their constipation by spasmodic fits of over-exertion. Others more sensible, take reasonable exercise daily and use the little gentle as-nature laxative, Pinkettes, occasionally thus ensuring healthy regularity. By dispelling constipation Pinkettes cure Bileus, nose, Black Headache, Liver Troubles, Indigestion, Of druglets, or cost free. 99 cents the vial. From Dr. Williams' Medicine Co., 38 "Nathan Road, Shanghai.

THEY MAKE YOU FEEL GOOD.

The pleasant purgative effect experienced after taking Chamberlain's Tablets and the healthy condition of body and mind to which they contribute, makes you feel that living is worth while. For sale by all Chemists and Dispensaries.

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAYA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA.

INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"SOMALI"	6,700	13th Feb.	MASSILLON & LONDON direct.
"NAGAYA"	7,000	18th Feb.	MASSILLON & LONDON direct.
"DILWARA"	6,600	18th Feb.	Straits, Ceylon, Bombay.
"KASHI" & "TOLA"	9,000	21st Mar.	MASSILLON & LONDON via C.O.
	6,500	1st Mar.	Colombo and Bombay.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"MUTTRA"	4,600	10th Feb.	Straits, Rangoon and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,000	26th Feb.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"ARRATONAPCAR"	4,300	18th Feb.	Shanghai & Kobe.
"BANAO"	5,000	18th Feb.	Moff, Kobe & Yokohama.
"DUNERA"	4,400	2nd Mar.	Shanghai.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Cargo Only
Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cargoes are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice. Passengers measuring not more than 6 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
*Passengers tranship at Colombo to Madras.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
18, Des Vaux Road Central, HONGKONG. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Calling Manila) ... Sunday, 22nd Feb., at 11 a.m.
FUSHIMI MARU ... Wednesday, 17th Mar., at 11 a.m.
KATORI MARU ... Tuesday, 12th Apr., at 11 a.m.
SUWA MARU ... Sunday, 2nd May, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Massillon.

KAMO MARU ... Wednesday, 11th February, at Noon.
IYO MARU ... Friday, 20th February, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TOYAMA MARU ... Wednesday, 11th February.

LIVERPOOL & MASSILLON via Singapore, Colombo, Suez and Port Said.

CAICOOTTA MARU ... Beginning of March.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 18th Feb., at 11 a.m.

TANGO MARU ... Wednesday, 24th Mar., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Murota, San Francisco, Panama & Colon.

TOTORI MARU ... End of February.

SOUTH AMERICAN PORTS via Cape.

HAKATA MARU ... End of February.

BOMBAY & COLOMBO via Singapore.

TENSHIN MARU ... Friday, 6th February.

CAICOOTTA & RANGOON via Singapore & Penang.

CEYLON MARU ... Middle of February.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Saturday, 21st February, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TAJIMA MARU ... Monday, 8th February, at 11 a.m.

SHINTO MARU ... Friday, 6th February, at 11 a.m.

KAGA MARU ... Saturday, 7th February, at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA,
18, YASUDA, Manager.

Telephone Nos. 221 & 223

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FOR FREIGHT APPLY TO	TO BE DESPATCHED
San Francisco via Shanghai & Japan, &c.	Korea Maru	Toyo Kisen Kaisha	On 23rd February.
San Francisco via Shanghai, Japan &c.	Korea Maru	Toyo Kisen Kaisha	On 23rd February.
San Francisco via Shanghai, Japan &c.	Escador	Pacific Mail S.S. Co.	On 24th Mar.
San Francisco via Shanghai, Japan &c.	Venezuela	Pacific Mail S.S. Co.	On 25th Feb.
San Francisco via Shanghai, Japan &c.	Nile	China Mail S.S. Co., Ltd.	On 2nd March.
San Francisco via Shanghai, Japan &c.	China	The Admiral Line	About 23rd Feb.
Seattle, Tacoma, Victoria & Vancouver.	Arctic Maru	Osaka Shosen Kaisha	On 25th February.
Victoria B.C. & Seattle via Shanghai, &c.	Kashima Maru	Nippon Yusen Kaisha	On 22nd Feb., at 11 a.m.
Vancouver via Shanghai, Japan &c.	Montague	Canadian O.S. Co.	On 23rd March.
Vancouver via Shanghai, Japan &c.	Empress of Russia	Canadian O.S. Co.	On 11th March.
New York via Seattle.	Chloris	Butterfield & Swire	About 23rd March.
Australian Ports via Manila.	Aki Maru	Nippon Yusen Kaisha	On 13th Feb., at 11 a.m.
Australian Ports via Japan.	Anjo Maru	Toyo Kisen Kaisha	On 13th Mar.
New York via Panama.	Survivor	Butterfield & Swire	About 10th Feb.
Portland.	Montague	The Admiral Line	About 21st Feb.
New York via Panama.	Montague	The Admiral Line	About 23rd March.
Nagasaki, Kobe & Yokohama.	Yamaguchi	Nippon Yusen Kaisha	On 21st Feb., at 11 a.m.
Shanghai & Kobe.	Arratoon Apar.	P. & O. S. & A.L.	On 18th Feb.
Shanghai & Tsingtao.	Chonan	Butterfield & Swire	On 15th Feb., at 11 a.m.
Shanghai via Straits & Rangoon.	Sanning	Butterfield & Swire	On 15th Feb., at 10 a.m.
Calcutta via Straits & Rangoon.	Ceylon Maru	Nippon Yusen Kaisha	On 15th Feb., at 10 a.m.
Singapore, Penang & Bala-o-Dell.	Yamaguchi	Nippon Yusen Kaisha	On 15th Feb., at 10 a.m.
Keelung via Swatow & Amoy.	Amakusa Maru	Osaka Shosen Kaisha	On 15th February.
Saigon, Bangkok & Singapore.	Unnan Maru	Osaka Shosen Kaisha	On 15th Feb.
Swatow, Amoy & Foochow.	Haiching	Douglas, Laprak & Co.	On 13th Feb., at 1 p.m.
London and Rotterdam.	Swazi	The Bank Line, Limited	On 15th Feb.
Bombay & Colombo.	Indus Maru	Osaka Shosen Kaisha	End of February.
London and Antwerp.	Asia Maru	Osaka Shosen Kaisha	On 15th February.
London via Suez, Penang & Cebu &c.	Iyo Maru	Nippon Yusen Kaisha	On 20th Feb., at Noon.
Mauritius, Desago Bay, Durban.	Canada Maru	Osaka Shosen Kaisha	On 3rd March.
Singapore, Penang, Colombo & Port Said.	Somali	P. & O. S. & A.L.	On 15th Feb.
Takto via Swatow and Amoy.	Sosho Maru	Osaka Shosen Kaisha	On 15th February.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"BENLED"

From MIDDLESBRO, LONDON
AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 10th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, February 5, 1920.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship

"KOREA MARU"

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS and MANILA.

The above named Steamer having arrived Tuesday, February 10, 1920, consignees of Cargo are hereby notified to present their Bills of Lading for counter-signature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after Tuesday, February 17, 1920.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined, on Tuesday, February 17, at 11 a.m.

No claims will be recommended after the goods have left the steamer or Godown and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

T. DAIGO,
Manager.

Hongkong, February 10, 1920.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE AND STRAITS.

THE Company's Steamship
"TAJIMA MARU,"

having arrived from the above Ports, consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co., Ltd., Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the February 16, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed place on TUESDAY and FRIDAY.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA
Agents.

Hongkong, February 9, 1920.

NOTICES TO CONSIGNEES

JAVA-PACIFIC LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"TJISONDARI"

having arrived from SAN FRANCISCO, consignees of cargo are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claim will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th of February, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 10th of February, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 10th of February, at 10 a.m. by the Company's surveyors Messrs. Goddard & Douglas.

No Insurance whatever has been effected.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN,
Agents.

Hongkong, February 9, 1920.

THE EAST ASIATIC CO., LTD.

NOTICE TO CONSIGNEES.

From SCANDINAVIA.

THE Motorship
"CHILE"

having arrived from the above ports, on the 10th February, 1920, consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY.

Goods not cleared by the 17th February 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on the 16th February 1920, at 10 a.m.

Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

Messrs. THORESEN & CO.,
Agents.

Hongkong, February 10, 1920.

THE NORWEGIAN AFRICA AND AUSTRALIA LINE.

NOTICE TO CONSIGNEES.

From SCANDINAVIA.

THE Steamship
"TYSIA"

having arrived from the above ports, on the 10th February, 1920, consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 17th February 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 16th February, 1920, at 10 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

Messrs. THORESEN & CO.,
Agents.

Hongkong, February 10, 1920.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES

STEAM FOR
STRAITS, COLOMBO, BOMBAY,
EGYPT, MEDITERRANEAN PORTS
AND LONDON.

Through Bills of Lading issued for BATAVIA, PRESTANG, COLOMBO, TAIL, AMBRYN AND SOUTH AFRICAN PORTS.

THE Renowned Mail Steamer *Dilwara* carrying His Majesty's Mail, will be despatched from this port on or about 15th February, 1920, for Europe and the above ports. Passengers' accommodation in the connecting vessel, if available, arranged by the Company's agents.

For further particulars, sailing dates, etc., apply to this Office.

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SHIPPING

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" & "COLOMBIA."

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

THE SUNSHINE BELT

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA" ... WEDNESDAY, Feb. 25th.

S.S. "ECUADOR" ... WEDNESDAY, Mar. 24th.

S.S. "COLOMBIA" ... ALSO

The following U.S. Shipping Board vessels

S.S. "WEST ERLINE" ... FRIDAY, Feb. 26th.

S.S. "LAKE FIELDING" ... WEDNESDAY, Feb. 25th.

HONGKONG-CALCUTTA SERVICE.

S.S. "LAKE FIELDING" ... WEDNESDAY, Feb. 25th.

Cargo accepted on through bills of lading to Baltimore, Havana, Mexico, Central and South American ports.

For further information apply to

PACIFIC MAIL S.S. CO.,

Hotel Mansions, Cable Address "SOLANO"

Telephone 141.

STRUTHERS & DIXON, INC.

Offices: San Francisco and Seattle, U.S.A.; Shanghai, China; Manila, P.I.; Kobe, Japan and Hongkong.

Operating the following Far Eastern services for account of the United States Shipping Board.

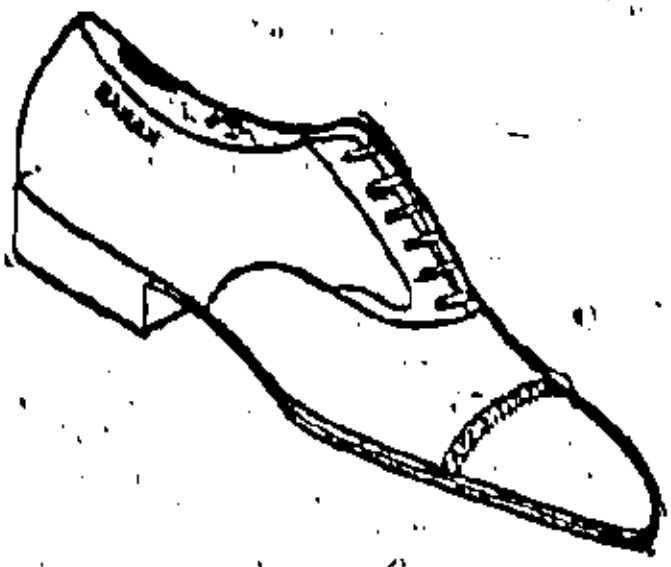
U.S.A. PACIFIC COAST-JAPAN, CHINA & PHILIPPINES.

For SEATTLE & VANCOUVER. For SAN FRANCISCO.

WEST IVIS about 10th Feb. "HITHAWAY" 6th Feb.

WEST JENA "late Feb. "COLORADO" 1st Feb.

HANAN SHOES



Combine the best materials and good workmanship with perfect fit and comfort.

WE HAVE A SHOE FOR EVERY FOOT

MACKINTOSH

G. CO., LTD.

Men's Wear Specialists.

18, Des Vaux Road.

Telephone 29.

HONGKONG JOCKEY CLUB.

(Continued from Page 5.)

7.—THE GARRISON CUP.—Presented by the Officers of the Garrison, with \$400 added to the winner; second \$200; third \$100. For China Ponies, Horse Bazaar Subscription Griffins of any season. Weight for inches as per scale. Winners at previous meetings of one race 7 lb.; of more than one 14 lb.; at this meeting 3 lb. extra. Penalties accumulative. (Jockey allowance.) Entrance \$10. One mile.

Pari-mutuel:—
Winner, \$243.50
Places:—1st 52.50
2nd 16.50
3rd 3.90

Cash Sweeps:—
Ticket No. 370 1st \$14.38
492nd 411
2493rd 205
Unplaced ponies 325
Commission 745
Total \$2,800

Unplaced ponies, \$25 each, ticket Nos. 293, 118, 285, 223, 465, 435, 23, 69, 246, 83, 370, 328, 206, 203, 213, 556.
Mr. Moonraker's Savernake, 155lb. (Mr. Seth) 1
Capt. Henderson and Mr. Dyer's Target, 152lb. (Mr. Kirkpatrick) 2
Mr. Wayfoong's Pussyfoot, 155lb. (Mr. Doyle) 3

Messrs. Dowbiggin and Sandes' Islesman, 155lb. (Mr. Seth) 0
Sir Ellis Kadoorie's Algerian Chief, 152lb. (Mr. Bremner) 0
Mr. Logor's The Farmer, 152lb. (Mr. Hill) 0
Mr. Soares' Naughty Child, 144lb. (Mr. Soares) 0

Off at 4.31. A good start, Algerian Chief taking the lead, followed by Islesman, Naughty Child and Salamander. The same order was maintained up the back straight. At the Rock Islesman took the lead displacing Algerian Chief; Pile Driver coming into fourth place. The ponies were bunched coming round the village bend and leading into the home straight Pile Driver went ahead, closely followed by the Dhalia; Salamander lying third. Into the home straight Pile Driver increased the lead and was followed by the Dhalia who however had no hope of winning. Pile Driver won easily by a length and a half. Salamander being behind the Dhalia. Time 2.11 2/5.

9.—THE JOCKEY CLUB STAKES.—Winner \$800; second \$200; third \$100. For China Ponies. Weight for inches as per scale. Griffins allowed 5 lb. Subscription Griffins of both Classes of this season 1919-1920 allowed 10 lb. Winners at this meeting 5 lb. extra. Entrance \$10. One mile and a quarter.

Pari-mutuel:—
Winner, \$12.30
Places:—1st 6.30
2nd 8.30
3rd 7.30

Cash Sweeps:—
Ticket No. 21 1st \$1.489
1932nd 425
1253rd 212
Unplaced ponies 125
Commission 524
Total \$2,650

Unplaced ponies, \$25.00 each, ticket Nos. 125, 177, 21, 418, 193, 337, 78, 366.
Mr. Soares' Siamese Cat, 152lb. (Mr. Dalgano) 1
Sir Paul's Champion Dhalia (late Castlesand), 155lb. (Mr. Vida) 2
Mr. John Peel's Slam, 155lb. (Mr. Johnstone) 3

Mr. E. Des Vaux's Gentle Cat, 155lb. (Mr. Seth) 0
Mr. Dynasty's Vivat, 152lb. (Mr. Reid) 0
Sir Ellis Kadoorie's Sumatra Chief, 152lb. (Mr. Bremner) 0
Sir Paul's Attraction Dhalia, 152lb. (Mr. Crockam) 0
Mr. G. H. Potts' Valley King, 152lb. (Mr. Bell Irving) 0

Off at 5.3. A good start. Vivat, Attraction Dhalia and Siamese Cat taking the lead. This order was maintained round the course. Round the village bend Siamese Cat increased the lead closely followed by Vida on Champion Dhalia with Slam coming up on the rail; Attraction Dhalia and Vivat still challenging on the outside. The rest were in a bunch. Siamese Cat continued to hold the lead at the distance post and won by half a length, after a hard ridden race from Champion Dhalia. Slam coming along third, a length behind. Time, 2min. 47.1/5sec.

10.—THE PROFESSIONAL CUP.—A Gold Cup. Value £300. Presented with \$500 added to the winner by the donors; second \$200; third \$100. To be won two years consecutively or three times in all by ponies the *bona fide* property of the same owner or owners. For China Ponies, Horse Bazaar Subscription Griffins of this season 1919-1920. Weight for inches as per scale. Winners barred. (Jockey allowance.) Allowances accumulative. Entrance \$10. One mile.

Pari-mutuel:—
Winner, \$6.10
Places:—1st 6.30
2nd 9.60
3rd 11.40

Cash Sweeps:—
Ticket No. 145 1st \$1,596
4852nd 456
1593rd 228
Unplaced ponies 100
Commission 520
Total \$2,800

Unplaced ponies, \$25.00 each, ticket Nos. 159, 145, 485, 550, 51, 64, 547.
Mr. John Peel's Pile Driver, 161lb. (Mr. Johnstone) 1
Sir Paul's Albion Dhalia, 152lb. (Mr. Vida) 2

Mr. Dryasdust's Salamander, 155lb. (Mr. Crockam) 3
Off to time (5.30) After a good start Orion took the lead followed by St. Chad, Sinza and Rysa. The first past the post was Orion still followed by St. Chad and Rysa. At the football stand Orion dropped into third place, St. Chad coming up to the front followed by Rysa and Orion. At the Rock, Rysa took the lead Orion lying second, the rest were in a bunch. Round the village bend Glenmore Dhalia came away together with Someman closely followed by Sinza with the field close up behind in a bunch. A hard fought race at the finish resulted in Glenmore winning by a head from Someman with Sinza only a short head behind, third. A very race at the finish. Time 2.16 3/5.

11.—THE KALGAN PLATE.—Winner \$600; second \$200; third \$100. For "Larsen" Subscription Griffins. Weight for inches as per scale. (Jockey allowance.) Entrance \$10. Three quarters of a mile.

Pari-mutuel:—
Winner, \$11.80
Places:—1st 6.80
2nd 8.00
3rd 23.50

Cash Sweeps:—
Ticket No. 246 1st \$1,452
2252nd 415
1223rd 207
Unplaced ponies 275
Commission 691
Total \$2,765

Unplaced ponies, \$25.00 each, ticket Nos. 8, 227, 2, 246, 223, 553, 117, 517, 116, 403, 379, 122, 225, 212.
Mr. Adams' Sunspot, 155lb. (Mr. Hill) 1
Sir Paul's Primrose Dhalia, 152lb. (Mr. Vida) 2
Mr. Staves' Dunford, 152lb. (Mr. Bremner) 3
Mr. Alsare's Rab, 155lb. (Mr. Bell Irving) 0
Mr. Dalm's Salvation, 155lb. (Mr. Soares) 0
Mr. Dash's Jazzily, 155lb. (Mr. Seth) 0
Mr. Dryasdust's Exchange, 158lb. (Mr. Crockam) 0
Mr. Dynasty's King Cole, 158lb. (Mr. Johnstone) 0
Mr. Dynasty's King Bruce, 155lb. (Mr. Reid) 0
Messrs. G. and G.'s Cornet, 155lb. (Mr. Dalgano) 0
Sir Paul's Scotia Dhalia, 155lb. (Mr. Sutton) 0
Messrs. Sousa and Basto's Cameo, 150lb. (Mr. Souza) 0
Mr. Staves' Nutford, 158lb. (Mr. Way) 0
Messrs. Thomas and Ross's Gordie Mac, 152lb. (Mr. Doyle) 0

Off to time. It was too dark to see the start but when the ponies came into view they were coming away in a bunch and still bunched right away round the home straight when Sunspot came out in fine style followed by the crowd and won easily by five lengths from Primrose Dhalia, second; with Dunford a head behind. Time 1.36.

VOLUNTEERS.

THE NEW COMMANDANT.

The Governor is not the only man who has approved of the appointment of Major Lennox Godfrey Bird D.S.O., as Commandant of the Hongkong Volunteer Defence Corps. Every volunteer so far consulted approves also, and some are very enthusiastic about it. Major Bird, whose civil job is that of architect (Messrs Palmer and Turner) was one of the first to volunteer for the Great War. He left Hongkong at the beginning of December, 1914, and joined up at once. Within eight months he was on the western front, and in the thick of it all. He won his D.S.O. in the first battle of the Somme. From 1917 onwards he was given important military duty in Blighty. He got back to Hongkong about six months ago.

With such a popular and able commandant, and with such terms of service as the Ordinance provides, volunteering should be more popular in Hongkong than it ever was before.

LATEST PRESS NEWS.

February 11.

To-day at noon the King, accompanied by the Queen and Prince of Wales, is opening Parliament with full state ceremonial. His Majesty has not opened Parliament in full state since 1914. The King's speech will be a long document wherein important bills will be promulgated. Foremost will be a Bill embodying the proposals for Irish Home Rule outlined by the Premier last session, namely, the establishing of a new parliament for the Protestant part of Ulster and another for the remainder, and a Council having exclusive powers over Ireland with co-ordinating powers in national affairs. There are 3 important bills affecting Labour which it passed will secure Labour a stationary 49 hours week, a national minimum wage, and a general scheme of state aided insurance against unemployment. Another measure is expected to contain Government proposals for the joint management of the coal mines by the masters and the men, with suggestions for the limitation of owners' profits. The Labour party asks for complete nationalization of the mines, which the Government opposes.

The French Charge d'Affaires in Berlin has handed Herr Bauer a list of 890 War Criminals whose surrender is demanded. With the list are other documents including a letter from M. Millerand stating that the Allies understood that Herr von Lersner's conduct was simply "a personal demonstration." M. Millerand's letter intimates that the conditions of the trial have not yet been fully determined. It is announced in Berlin that an advanced guard of the British battalion of occupation has arrived at Danzig and that the last German troops left yesterday.

The Vickers-Vimy Aeroplane carrying Doctor Chalmers Mitchell, Zoo Secretary, has arrived at Khartoum on its way to Cape Town. The ceremony of signing the Treaty giving Spitzbergen to Norway took place at the French Foreign Office yesterday. The Treaty was signed by representatives of five Great Powers and by Plenipotentiaries of Norway, Sweden, Denmark, and Holland.

CHINESE TELEGRAMS.

[By Arrangement with the Wai Tat Yat Po.]

SHANGHAI, Feb. 10. The reply to Japan's overtures for direct negotiations re Shantung will be presented soon. Its contents have been kept secret. It is already in draft. Foreign advisers in Peking deprecate a flat refusal. They suggest a referendum. The arrested Peking students are being released and are going back to school. Parliament adjourns to-day.

The Hankow German Settlement is to be made international by request of the Allies. The Japanese settlement at Hankow is being extended without Chinese permission, and protests have been lodged. Japanese merchants at Peking gave a dinner to Chinese officials, at which they aired their views of the Shantung problem.

UNIVERSITY THEATRICALS.

Those who have purchased vouchers for the performances of Lord Dunsany's Plays that are to be given by the students of the University Union this week and next are reminded that these vouchers must be exchanged at Moutrie's for tickets before the nights of the performance. Vouchers should not be presented in lieu of tickets at the Theatre. To complete the novelty and originality of the two plays, to be produced by the Students of the University Union, there will be the delightful attraction of wonderful setting and costumes such as have rarely been ventured on before in the Colony. Some startlingly weird effects will also be shown especially in "The Gods of the Mountain" which opens with a mysterious vision of Mount Marma growing out of darkness and fading away. This alone promises to be one of the most beautiful stage scenes ever witnessed on our local boards. A matinee will be given on Wednesday 18th inst. at 5.30 p.m.

LATEST SHIPPING NEWS.

ARRIVALS.

The s.s. HONG KONG, Capt. A. MacIntosh, 2,685 tons, arrived yesterday at 9 a.m. from Milko with 20 tons of general cargo.
The s.s. TELMACHUS, Capt. E. Bentley, 2,180 tons, arrived yesterday at 1 p.m. from Saigon, with 2,000 tons of general cargo.
The s.s. PEMBROKE, Capt. J. Matthews, 4,968 tons, arrived yesterday at 4 p.m. from Singapore with 2,000 tons of general cargo.
The s.s. WEST JENNA, Capt. J. A. Jacobson, 3,023 tons, arrived yesterday at 1 p.m. from Shanghai with 600 tons of general cargo.
The s.s. SYDIA, Capt. Hansen, 2,781 tons, arrived yesterday at 8.30 a.m. from Singapore, with 60 tons of general cargo.

Spent your Evenings in a "WALLA WALLA" Lunch.

DEAR LIVING IN FRANCE.

CAUSES AND EFFECTS.

The phenomenon of the high cost of living is not merely a difficulty limited to the belligerents, but is a world problem more or less acute in the different countries, writes a correspondent to the *Daily Telegraph*. The causes of the inflated prices of all necessities are two-fold—the first being intrinsic causes originating in the variations of monetary value, including the production claimed from real estate and transferable securities; the second are summed up by the fiduciary regime, the combination of conditions under which bank notes and State Bills are issued and circulated. These are the words of one of the leading economists of France at the present time.

The primary condition of the problem to be solved can be reduced to four necessary factors of existence—food, clothing, fuel, and dwelling. Food is dear, partly because Socialist and Radical Socialist influence in the Government early in the war caused ridiculously high wages to be paid to the workers in the war factories, which produced a rise in prices, because the working classes refused themselves no luxuries and the profiteer took advantage of this improvidence. Then followed the difficulty of dwelling, because the towns were overcrowded with refugees, and no new houses were built or finished during the war. "Etatism," or "Statism," is responsible for many of these shortcomings, notably clothing, for when all the French mills in the North were destroyed or taken by the enemy the "Etatism" principles of the day were used to close the frontiers against importation—mainly from Britain. In regard to fuel, the disorganization of transport and the eight hours day were responsible for the coal famine, for the French ports are choked with the precious combustible, which takes long to remove. France is now chiefly an importing country, instead of an exporting country. In the first few months of this year merchandise valued at £320,000,000 was imported whereas exports totalled but £54,000,000. The loss to France in national wealth is noteworthy—namely, high profits to foreign exporters and freight from the producing countries to France. Freight has grown in vast proportions since the beginning of the war; it has gone up twenty-five times above the pre-war tariff. It is decreasing, but some time will be required before the consequences of submarine warfare will be effaced: the millions of men under arms and the hundreds of thousands in the war factories will again take their proper place as producers in the fields and workshops.

For various reasons, until economic conditions become more favourable in France the difference in the cost of living between France and Britain must remain considerable, for since the outbreak of war until the late summer of 1918 the increase in England was 74 per cent., and in France over 300 per cent. Belgium shows a remarkable example of quick recovery. But the Belgians have no principles of exaggerated home trade interests to maintain; they like the shortest and most speedy road to national economic recovery after being more than four years under the heel of the invader. Within six months after the Armistice prices fell in Brussels 60 per cent. But in Belgium liberty of trade was opened without restriction, whereas in France importation was throttled during the most vital period of recovery, and the inconsiderate protectionism introduced by the responsible authorities has led to strikes and a further rise in the cost of living, and therefore to constantly increasing wages for the working classes, to counterbalance the rise. Exportation remains in bondage so long as prices are excessive; and the importation of raw materials impeded or prevented. Statistics show that in Great Britain for the first six months of this year exports have increased in the sum of £160,000,000 compared with the same period in the previous year, when imports increased only by one-half. The commercial balance of the United Kingdom has thus improved to the extent of £54,000,000. The pecuniary overruns in France, especially noteworthy after twelve months of cessation of hostilities, results from several causes—the falling-off of production; and the disorganization of transports in the country, which reduces the supply. The demand is also greater. Consumers are as numerous as before, and their needs much greater and less easy to satisfy. The working classes are vastly overpaid; soldiers returning home after being well clothed and well fed for several years, have acquired wants less easy to satisfy than formerly. From top to bottom of the social ladder all categories of inhabitants have gained habits of expense unknown before. A shrinkage in supply and an excess in the demand are the primary causes of the fantastic rise in prices.

The widow of the late F. T. Pearce Foster of Hongkong lives at Ryde. Her eldest daughter (Madge) has left for Sydney, to get married to Mr. G. W. Barr of the A.I.F.

Mr. Fred H. Lyons, a well known lawyer from Seattle, has come to this city to represent the Seattle Commercial Syndicate and start business connections for that syndicate. He is staying at present at the St. George's Hotel.

DAIRY FARM NEWS.

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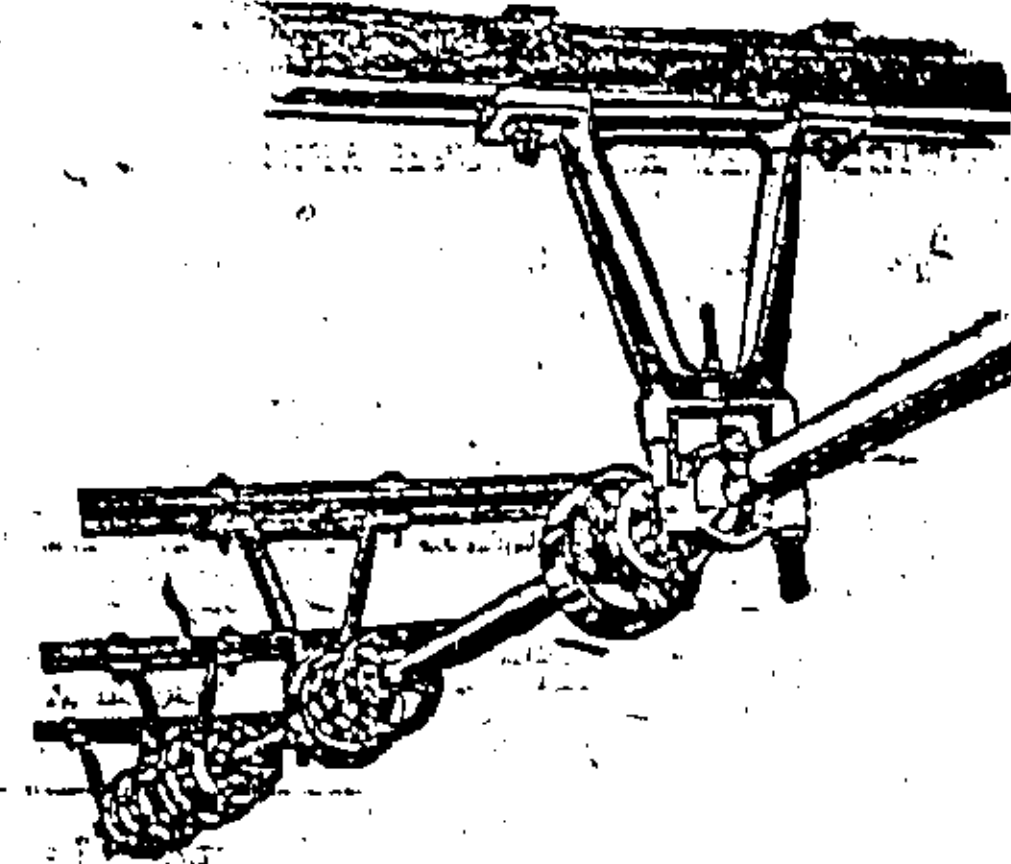
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	U.S.	U.S.		U.S.	U.S.
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30 x 3	24.25	7.40	35 x 4	60.00	—
30 x 3 1/2	31.50	8.20	35 x 4 1/2	75.60	16.46
31 x 4	49.70	9.74	35 x 4 3/4	76.80	16.98
32 x 3 1/2	36.40	9.65	765 x 105	47.54	—
32 x 4	50.80	11.10	815 x 105	49.46	14.40
33 x 4	53.20	13.30	880 x 120	66.80	17.15
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SHIPS DUE TO ARRIVE.

FROM EUROPE.

The s.s. KNIGHT COMPANION, due here Feb. 17, from Europe and sails for Japan, Feb. 18.

The s.s. TITAN, due here Feb. 17, from Europe and sails for Tsingtau via Japan, Feb. 18.

The s.s. JASON, due here Feb. 24, from Europe and sails for Shanghai and Japan, Feb. 25.

The s.s. PELEUS, due here Mar. 4, from Europe and sails for Tsingtau, Shanghai and Japan, Mar. 5.

The s.s. LAYCAON, due here Mar. 8, from Europe and sails for Shanghai and Japan, Mar. 9.

The s.s. MENTOR, due here Mar. 18, from Europe and sails for Shanghai and Japan, Mar. 19.

The s.s. KEEMUN, due here Mar. 30, from Europe and sails for Tsingtau and Japan, Mar. 31.

The s.s. RHEUS, due here April 1, from Europe and sails for Shanghai and Japan, April 2.

The s.s. TELEMACHUS, due here April 6, from Europe and sails for Shanghai and Japan, April 7.

FROM AMERICA.

The s.s. TYNDAREUS, left Seattle Jan. 18 and is due here via Tsingtau, Yokohama, Kobe and Manila Feb. 28.

The s.s. IXION, leaves Seattle Mar. 8 and is due here via Tsingtau, Yokohama, Kobe and Manila April 14.

The s.s. TYNDAREUS, leaves Manila Feb. 29 and is due here Mar. 2, sailing for Seattle via Kobe and Yokohama Mar. 14.

The s.s. PROTOSILAU, leaves Manila Jan. 31 and is due here Feb. 2, sailing for Seattle via Kobe and Yokohama Feb. 14.

FROM JAPAN.

The s.s. LAOMEDON, leaves Yokohama Feb. 7 and is due here via Kobe and Shanghai Feb. 23, sailing for London via Singapore Feb. 24.

The s.s. HYSOON, leaves Yokohama Feb. 13 and is due here Mar. 15, sailing for London via Singapore Mar. 15.

The s.s. LYCAON, leaves Yokohama Mar. 27 and is due here via Kobe and Shanghai Apr. 12, sailing for London via Singapore April 13.

The s.s. MENTOR, leaves Yokohama Apr. 10 and is due here via Kobe and Shanghai Apr. 25, sailing for London via Singapore April 27.

The s.s. RHESUS, leaves Yokohama Apr. 24 and is due here via Kobe and Shanghai May 10, sailing for London May 11.

The s.s. CYCLOPS, leaves Yokohama Mar. 8 and is due here via Kobe Mar. 23, sailing for Liverpool via Singapore Mar. 24.

The s.s. KNIGHT COMPANION, leaves Yokohama Mar. 13 and is due here via Kobe Mar. 27, sailing for Liverpool via Singapore Mar. 28.

The s.s. TITAN, leaves Yokohama Mar. 21 and is due here April 6, sailing for Liverpool via Singapore Apr. 6.

The s.s. PELEUS, leaves Yokohama Apr. 1 and is due here via Shanghai Apr. 16, sailing for Liverpool via Singapore Apr. 17.

FROM SHANGHAI.

The s.s. ELPHENOR, leaves Shanghai Feb. 12 and is due here Feb. 16, sailing for London via Singapore Feb. 17.

The s.s. PYREHUS, leaves Shanghai Feb. 25 and is due here Mar. 1, sailing for London via Singapore Mar. 2.

The s.s. EURYPIUS, leaves Shanghai Mar. 25 and is due here Mar. 29, sailing for London via Singapore Mar. 30.

The s.s. OMBES, leaves Shanghai Feb. 1 and is due here Feb. 4, sailing for Liverpool via Singapore Feb. 5.

The s.s. DANIA, leaves Shanghai Feb. 12 and is due here Feb. 15, sailing for Liverpool via Singapore Feb. 16.

The s.s. HECTOR, leaves Shanghai Mar. 18 and is due here Mar. 21, sailing for Liverpool via Singapore Mar. 22.

MOVEMENTS OF STEAMERS.

The N.Y.K. s.s. *Kashima Maru* (American Line) left Shanghai for this port on the 8th Feb. and is expected here on the 11th Feb.

The P. & O. S. N. Co.'s s.s. *Somali* left Shanghai for this port on the 8th instant at 1 p.m. and is due here on the 12th instant at about 7 a.m.

The P. & O. S. N. Co.'s s.s. *Lake Fielding* left Manila on the 5th inst. and may be expected here on or about Thursday Feb. 12.

The P. & O. S. N. Co.'s s.s. *Arratoon* left Singapore for this port on the 8th at 8 a.m. and is due here on the 11th instant at about day-light.

The C.P.O.S. Co.'s R.M.S. *Empress of Japan* arrived at Shanghai on 8th Feb. left there 10th Feb. due at Manila on 12th Feb.

The C.P.O.S. Co.'s R.M.S. *Empress of Japan* arrived at Yokohama on 4th Feb. left there 5th Feb. due at Vancouver on 11th Feb.

The N.Y.K. s.s. *Kaga Maru* (European Line) left London for this port via the Suez Canal on the 10th Jan. and is expected here on the 18th Feb.

The P. & O. S. N. Co.'s s.s. *Venezuela* left Shanghai for this port on the 10th inst. and may be expected here on or about Friday Feb. 20.

The N.Y.K. s.s. *Wakata Maru* (European Line) left London for this port via the Suez Canal on the 20th Jan. and is expected here on the 11th March.

"WALLA WALLA" launches at Blakely Pier. Night and day service.

OUR BOTANICAL GARDENS.

ITS USEFUL WORK.

Mr. H. Green of the Botanical Gardens, Hongkong, can boast of enjoying an exciting life. After spending three years at the front, in the trenches near St. Omer and then as interpreter with the Chinese coolies sent to France, he was intending to arrive here on the good ship "China," but was marooned at Nagasaki and only reached this port ten days ago. He immediately set back to his favourite work, having to take the place of Mr. Titcher, head of the Botanical Gardens, who is still very ill with pneumonia and bronchitis.

Mr. Green believes in covering the territory with beautiful vegetation. Yesterday he planted 220 trees on the Kowloon Railway Line, and to-day he is at Fanling near the golf links counting over 50,000 pine trees which the Society is buying from Chinese garden-contractors. Such an operation is rather long and tedious. Every one of the 334 coolies is provided with three bags of 500 pine-cones each, and deposits a cone in every pot. The number of cones left gives by elimination the amount of small trees sold. These are to be distributed all over the territory.

The beautiful tree with twin leaves and pink blossoms which is now flowering all over the city is not a native tree as tourists believe. Nobody knows how it was brought over by the missionaries. It is commonly called *camel-foot* because of the shape of its leaves, while its botanical name is *Bauhinia* (after the twin botanists from Vienna) *Blakeana* (in honour of Governor Blake). It is very easily reproduced by shoots and grafting and grows exceedingly fast. Thanks to the Botanical Gardens, bauhinias are to be admired now on the whole island. Another tree they are trying to spread is the *Erythrina* *Cajal* from the Greek erythros-red which is now displaying its flaming flowers in the garden.

"Nobody realizes," Mr. Green says, "the amount of work we are doing. Only for the sake of collecting seeds of the *Pollonia*—the tree of the Empress of Japan with blue blossoms—we have kept for six days a guard of coolies with bamboo to keep away the birds."

"Of course, we are always ready to loan palms to the public to decorate halls for dancing, etc."

"We have also to distillate perfume from the *Panga Odorata*. We stand at the disposal of the residents for any advice they may require about trees and flowers."

Mr. Green is soon to take Mr. Titcher's place, the latter's sailing on leave for England after two months. For the present he is leaving at Mrs. Harker's, the Albany.

DEPARTURES.

The s.s. EWELLYN, (Capt. McDowell) sailed for Hongkong at noon to-day.

The s.s. TONYAMA MARU, (Capt. Yasuhara) sailed for Hamburg via Singapore, London &c. at 4 p.m. to-day with 60 tons of general cargo.

The s.s. HIN CHANG, (Capt. Shepherd) sailed for Shanghai via Ningpo at 1 p.m. to-day with 1,500 tons of general cargo.

The s.s. TAIMING, (Capt. Richards) sailed for Manila at 4.30 p.m. to-day with 1,250 tons of general cargo.

ARRIVALS.

February 11.

The s.s. PEMBROKESHIRE, Brit., 4,963 tons, from Loh on Capt. Matthews, J. M. & Co. K. Wharf.

The s.s. TEAN, Brit., 1,361 tons, from Swatow Capt. W. McDonald, B. & S. Wharf.

The s.s. HAICHING, Brit., 1,257 tons, from Swatow Capt. Stewart, D. L. & Co. Wharf.

The s.s. CHUSAN, Brit., 1,338 tons, from Bangkok and Swatow Capt. Davies, B. & S. Wharf.

CLEARANCES.

February, 11.

The s.s. HAIYANG, (Brit.), cleared to-day and will sail for Wuhu at 7 a.m. to-morrow.

The s.s. FAU SANG, (Brit.), cleared to-day and will sail for Saigon at 8 a.m. to-morrow.

The s.s. FOOSHING, (Brit.), cleared to-day and will sail for Wuhu via Ningpo at 7 a.m. to-morrow.

The s.s. SUN TAK, (Port), cleared to-day and will sail for Saigon 8.30 a.m. to-morrow.

DEPARTURES.

The s.s. KAMOMARU, (Jap.), (Capt. Nakamura, Agents N.Y.K.), left for London via Singapore and Ports to-day.

The s.s. GENTLE MARU, (Jap.), (Capt. Hada, Agents M.B.K.), left for Keelung to-day.


The s.s. TYRILA, (Norw.), Capt. Hansen, Agents Thoresen & Co., left for Yokohama via Shanghai to-day.

The s.s. TOLLESTON, (Amer.), Capt. Francis, Agents Pacific Mail S.S. Co., left for Calcutta via Saigon and Ports to-day.

A prophet who has never yet made a bad shot (and he is over 21) says it will take as long to get Japan out of Siberia as it did to get Russia out of Manchuria.

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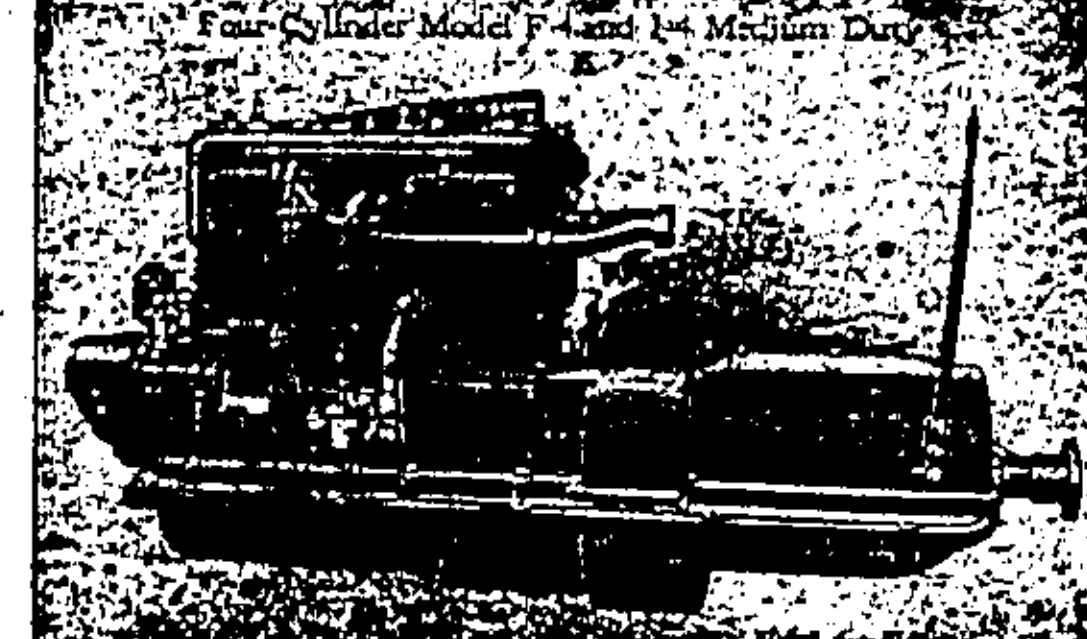
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POST OFFICE.

Telegraphic Communication with Gap Rock Lighthouse is interrupted.

The insured parcel post service to the province of Szechuen is suspended until further notice.

An agreement has been entered into between the Post Office of China and Hongkong for an exchange of insured letters. The medium of insurance is the French Currency and the maximum amount for which a letter may be insured is 300 francs.

A telegram has been received from the G.P.O. London stating that there are no restrictions on the importation of sugar by parcel post into the United Kingdom and that no parcels of sugar recently sent from Hongkong have been confiscated.

Attention is again directed to the necessity for more adequate packing of parcels addressed to United Kingdom. All parcels insured and ordinary, to and from United Kingdom are now forwarded in bags and very careful packing is necessary to ensure safe transmission.

A direct exchange of Money Orders with the Republic of China has come into operation since the 1st January 1920.

The Money Order Service with the Philippine Islands has been resumed since the 1st Jan., 1920.

The parcel post service to Cuba is suspended.

It is notified that all restrictions as to the use of Vessels of Registry by Merchant Vessels on the China Station have been abolished.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No unofficial letter addressed to Abadan, Ahwas or Mohammara in the Persian Gulf may exceed eight ounces in weight.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

INWARD MAIL.

WEDNESDAY, February 11.
Shanghai—Per KASHIMA MARU.
Shanghai—Per KWANGSE.
Shanghai—Per KAN.
THURSDAY, February 12.
Manila—Per LAKE FIELDING.
Shanghai—Per SOMALL.
SUNDAY, February 15.
Straits—Per ARRATOON APCAR.

OUTWARD MAIL.

WEDNESDAY, February 11.
Philippine Islands—Per TAMING, 4 p.m.
THURSDAY, February 12.
Macao—Per SUI AN, 8.15 a.m.
Swatow, Amoy and Formosa via Takao—Per SORHU MARU, 9 a.m.
Swatow—Shanghai and North China—SUNNING, 9 a.m.
Java and Port Moresby via Batavia—Per TULUNDARI, 11 a.m.
Saigon—Per PROSPER NOON.
Macao—Per CHUEN CHOW, 4.15 p.m.
FRIDAY, February 13.
Macao—Per SUI AN, 8.15 a.m.
Straits.
Bangkok, Ceylon, Mauritius, South Africa, India via Durrutskroli, L. Marques, Egypt and EUROPE via MARSEILLES—Per SOMALL, Registration 8.45 a.m. Letters 10.30 p.m.
Swatow, Amoy and Formosa—Per HAI-CHING, Noon.
Philippine Islands—Per FUENSANG, 2 p.m.
Macao—Per CHUEN CHOW, 4.15 p.m.
SATURDAY, February 14.
Macao—Per SUI AN, 8.15 a.m.
Macao—Per CHUEN CHOW, 4.15 p.m.
Macao—Per CHUEN CHOW, 4.15 p.m.
Shanghai and North China—Per CHENAN, 5 p.m.
Swatow and Bangkok—Per KAN-CHOW, 5 p.m.
Chefoo and Tientsin—Per KUEICHOW, 5 p.m.
SUNDAY, February 15.
Macao—Per SUI AN, 8.15 a.m.
Swatow, Amoy and Formosa via Kowloon—Per AMAKUSA MARU, 9 a.m.

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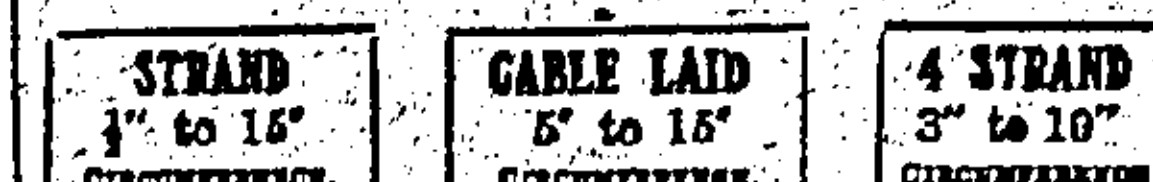
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